

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

EXCLUSIVE FIRST TEST



It's got 7 Series tech to beat Jag XF

New Bentley 4x4

Verdict: 'The Bentayga is the quietest, most luxurious SUV in the world'



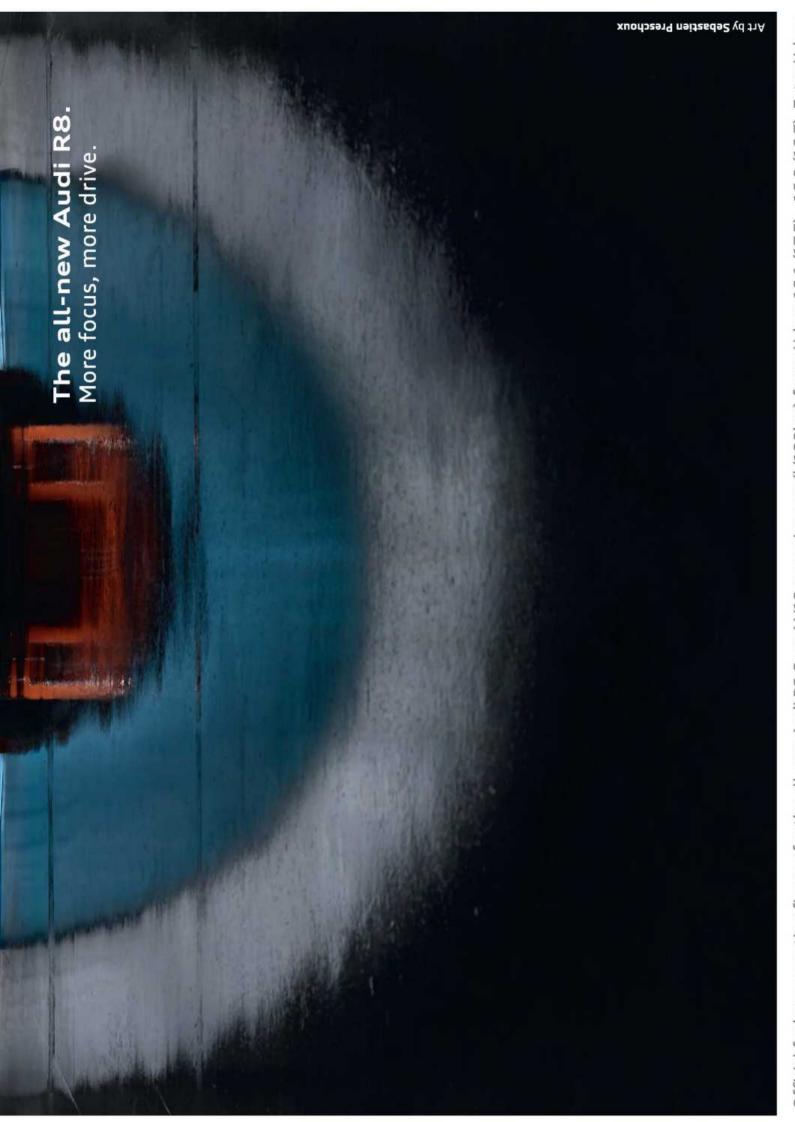
SPEED CHALLENGE SPECIAL

What's quickest from 0-120mph and back again?









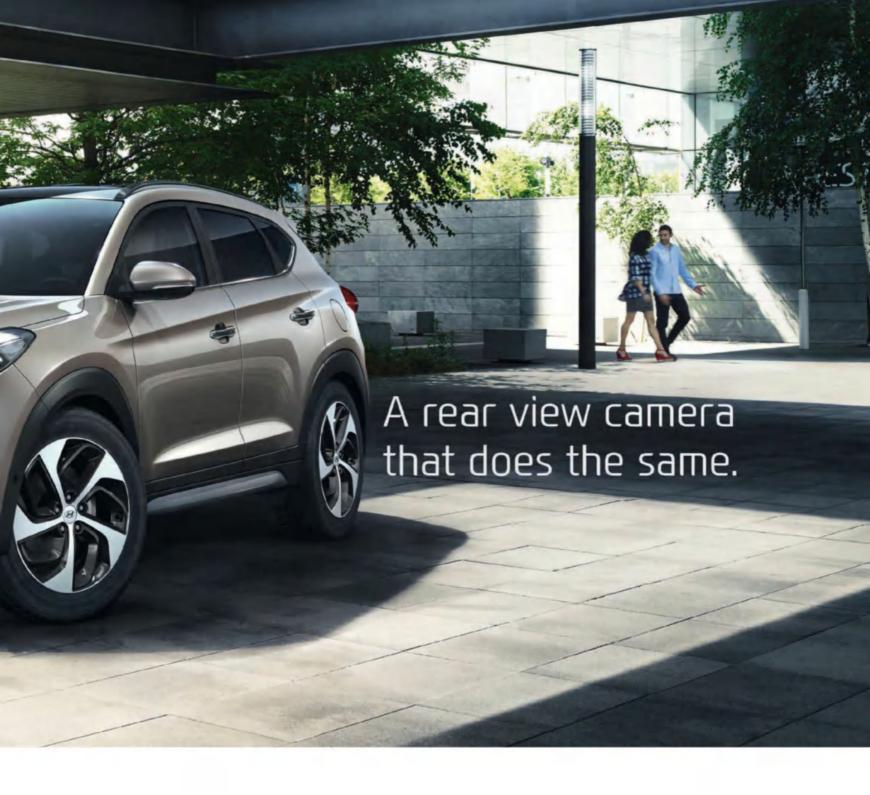
Official fuel consumption figures for the all-new Audi R8 Coupé V10 range in mpg (L/100km) from: Urban 16.1 (17.5) – 16.9 (16.7), Extra Urban 30.4 (9.3) - 33.6 (8.4), Combined 23.0 (12.3) - 24.8 (11.4). CO2 emissions: 287 - 272g/km. Fuel consumption and CO2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption figures. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca. Images used for illustrative purposes only. Car shown features optional equipment and optional Audi exclusive paint.



All–New Hyundai Tucson We make it possible to change the way you drive.

Everything about the All-New Tucson has been designed to make your life easier. So, whether you're trying to avoid the jams at the end of the day and get home quickly, or reversing out of a tricky spot in a busy car park, you'll find the latest smart technology will be looking out for you. From £18,695°. Visit hyundai.co.uk











O% APR
OVER 25 MONTHS

£175 | £175

customer deposit

per month

PLUS £500 TOWARDS YOUR DEPOSIT



picanto SR7

£4,170 optional final payment. 9,000 miles p.a. Personal Contract Purchase. From nil deposit.



The Power to Surprise

There's nothing like knowing you are getting a great deal, that's why we created the SR7 range. Equipped with a load of great features like Bluetooth®, reversing sensors, alloy wheels and a leather trimmed steering wheel that puts controls at your fingertips. All this in our smart city car, the Kia Picanto SR7, for just £175 a month. And for an extra £99 you can have our Care-3 servicing package that covers your first 3 services.



Care-3

Fuel consumption in mpg (I/100km) for Kia Picanto 'SR7' 5-door: Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 62.8 (4.5), CO₂ emissions

105g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Picanto 'SR7' between 01/10/15 and 30/11/15 inclusive. You will not own the vehicle until all payments are made. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Picanto 'SR7' 5-door 1.0 65bhp 5-speed manual at £9,045 including £1,000 customer saving. Non-offer price £10,045. Customer savings vary by model derivative. Specification is subject to change without notice "Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturers servicing. T&Cs apply. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



THIS WEEK

NEWS

BMW 5 Series New executive saloon revealed 10
Mercedes-Benz E-Class Fresh rival for 5 Series 12
Audi mild hybrids New powertrains due in 2017 14
Kia Niro Hybrid crossover on sale next year 17
Shell Project M New city car targets 100mpg 19
Lamborghini Huracán LP580-2 Rear drive only 21
Volkswagen Beetle Dune Gets rugged looks 22

TESTED

Mercedes CLA Shooting Brake ROAD TEST	56
Audi Q7 e-tron quattro Clever plug-in hybrid	37
Ferrari F12tdf Hardcore special edition	34
Bentley Bentayga Luxurious and capable SUV	26

FEATURES

0-120-0 Acceleration and braking tested	40
Ferrari Testarossa Seminal supercar revisited	50
Radical SR1 Cup Go motor racing the easy way	54

OUR CARS

Porsche Panamera Plug-in hybrid signs off	66
Vauxhall Corsa VXR A mist opportunity	69
Lexus NX300h Why we wouldn't swap it	7

EVERY WEEK

Matt Prior The speed camera as cash cow				
Steve Cropley Why VW will miss Walter de Silva	25			
Your views Why Bond cars shouldn't be built	64			
Subscription offer Free G3 car care kit				
Rear view mirror Mazda RX-7 revisited				



James Ruppert Buying used made simple	72
Used buying guide Three steps to heaven	74
New cars A-Z All the latest models rated	76
Road test results Autocar's data archive	91
Classifieds Cars, number plates, services	94









'With familiarity, the Ferrari F12tdf becomes a deeply rewarding thing to drive'





50 Reunited with Ferrari's Testarossa



66 Porsche Panamera says goodbye



STANDOUREBLACK



FORD FIESTA ZETECS

RED & BLACK SPECIAL EDITIONS

> With the new 1.0L 140PS EcoBoost engine

Official fuel consumption figures in mpg (I/100km) for the Ford Fiesta 1.0L EcoBoost (140PS): urban 50.4 (5.6), extra urban 72.4 (3.9), combined 62.8 (4.5). Official CO2 emissions 104g/km. The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/fiesta



Go Further

THIS WEEK



Still measuring up, 120 years on

WHAT'S FASTEST? THE question has been mulled over by motoring enthusiasts since the dawn of the car, or at least since Autocar first went on sale in November 1895.

Performance and capability, and the measuring thereof, have always been at the heart of the motor car, although in those early days of motoring the tests were more concerned with proving a vehicle's capability at hauling loads, longdistance running and climbing hills.

The main aim was to demonstrate how this new method of transport could be superior to the trusty horse. Much to Dobbin's relief, the car proved to be a roaring success.

It was no doubt also a relief to Autocar's founder, Henry Sturmey. His foresight in setting up the world's first journal to record the burgeoning new automotive industry established the foundations for this magazine, which is still going strong some 12 decades later.



To celebrate our 120th birthday, we've revived our 0-100-0mph straight-line speed test and given it a twist, setting 120mph as the benchmark (see what we did there?). Read the results on p40.

Issue 6177 Volume 286 No 7

Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Los Angeles motor show

All the best pictures from the show floor



REVIEW

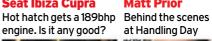
Audi R8 V10 Plus

We drive Audi's 601bhp supercar in the UK





Seat Ibiza Cupra





BLOG **Matt Prior**

at Handling Day



FIND US AT

autocar.co.uk

📇 youtube.com/autocar

autocar.co.uk/facebook

twitter.com/autocar

at the Apple App Store Download our Car Name Game and Car News apps

autocar.co.uk/mag Download the digital edition of Autocar wherever you are in the world every Wednesday

Autocar magazine is also published in Greece, India, Indonesia, Japan, Korea, Malaysia, Mexico, Middle East, Myanmar, Philippines, Thailand and Vietnam,





High-technew 5 Series

■BMW's new executive saloon gets multi-material platform, high-tech electronics ■ Plug-in

he new, seventhgeneration BMW 5 Series has entered the final phase of engineering development and durability testing ahead of its unveiling in the second half of next year.

It's set to reach UK showrooms in early 2017 and go head to head with the upcoming new Mercedes-Benz E-Class, the Jaguar XF and the Audi A6. It will offer a broader range of powertrain options than today's record-selling model. These will include a new plug-in petrol-electric hybrid with, BMW insiders confirm, a zero-emissions range of more than 20 miles.

The decision to fit the new 5 Series with a contemporary 48-volt electrical architecture enables it to feature advanced autonomous driving systems. It can have hands-off operation up to a pre-determined speed, a sophisticated anti-collision system and fully autonomous braking, among other features.

The increasing importance of connectivity means the new 5 Series will be equipped with a fifth-generation iDrive system, as used by the new 7 Series. It supports new touchpad and touchscreen functions, allowing you to operate the various features in a similar style to that of a smartphone,

with familiar pinch, point and swipe commands, or alternatively via an updated rotary dial mounted on the car's broad centre console.

The new model will also offer optional gesture control, with a three-dimensional sensor mounted within the headlining to detect up to five different hand movements. BMW will also make available its latest voice recognition system, providing the new iDrive system with four different operating options in total.

As with today's six-yearold model, the new 5 Series will be produced in three distinct bodystyles: saloon

(codenamed G30), Touring (G31) and GT (G32). The GT will continue to feature a large liftback but in what one high-ranking BMW insider has described to Autocar as a "much more elegant form".

The saloon is scheduled to make its public debut at the Paris motor show during the third quarter of 2016.

Dates for the launch of the Touring and GT are yet to be finalised, although sources with knowledge of the planned production schedule suggest they will appear at the Geneva and Frankfurt shows in 2017.

Recent prototypes photographed testing on public roads in Germany reveal that the new 5 Series

A 48-volt set-up enables it to feature advanced autonomous driving tech



for 2016

hybrid joins line-up New M5 in 2017

has gained an evolutionary exterior styling update, with cues lifted from the Pininfarina Gran Lusso Coupé concept car first shown at the 2013 Villa d'Este Concours d'Elegance in Italy. Its traditional threebox silhouette is retained. However, a more heavily raked rear window and sloping boot deck provide it with a sleeker profile and more shapely rear end than today's model.

As part of efforts to significantly improve its aerodynamics, the new 5 Series adopts a more prominent kidney grille with louvres that open when the engine requires cooling and

close again to improve airflow around the front end. The headlights, available with optional lasers for the highbeam function, also extend into the chrome surround of the grille in a bid to provide the car with greater visual width.

Along the flanks, there is a more pronounced shoulder, added tumblehome to the glass area and an air breather element behind the front wheel arches. The rear gets a shapely new C-pillar treatment, OLED tail-lights and, on the more upmarket models, tailpipes set within the lower section of the bumper. As with the 7 Series, BMW plans five styling -



MATT SAUNDERS

What the new 5 Series must do to beat Jag's XF

THE FIRST THING the new 5 Series will need to do is return BMW to the top of its class for fuel economy and emissions. The current car's engines remain objectively competitive and subjectively very strong, but BMW buyers expect nothing short of class-leading company car tax liability. The new car's significant weight loss and nine-speed auto gearbox should deliver on that front.

On quality, practicality, technology and cool-headed rational appeal, the 5 Series' standards are already high, so any gains

here will only consolidate outstanding selling points. An even more spacious cabin, fitted out with the 7 Series' excellent infotainment systems, will win the car a great many fans.

But to dethrone Jaguar's excellent new XF in Autocar's estimations, the new 5 Series will have to show greater warmth of character than its predecessor - and crisper, more delicate handling and a more fluent ride.

The inertness of the current BMW's steering and initial looseness of its close body control were disappointments when the

car faced the XF on these

pages a few weeks ago.



But if BMW can integrate its latest active chassis and steering systems as discreetly as it did on the 7 Series and give the new 5 Series a dash more dynamic piquancy than its bigger brother, it will be on a winning trajectory.

packages for the new 5 Series: Standard, Sport, Pure Excellence, M Sport and Individual.

Underpinning the car is an advanced new platform codenamed OKL (Oberklasse, or 'luxury class'). First used by the new 7 Series, it has been conceived around a combination of materials, including carbonfibre, aluminium, magnesium and high-strength steel. The new 5 Series will shed up to 100kg compared with today's model, which is a claimed 1595kg in its lightest form, the 520i.

The interior adopts a new-look dashboard that features high-resolution digital instruments and a freestanding infotainment monitor. The design is similar to that in the latest 7 Series, with the same basic architecture, multi-function steering wheel, switchgear and materials.

The subtle increase in external dimensions is

accommodation both front and rear. BMW has placed great emphasis on improving the comfort and refinement of the 5 Series. New seats with softer cushioning are used up front. The bodyshell also receives new sound-deadening material.

From the outset of UK sales in early 2017, the engine line-up will include various versions of BMW's latest B47 diesel and B48 petrol four-cylinder units - all in 2.0-litre form, as with today's model.

They will be joined by BMW's recently unveiled B57 diesel and B58 petrol six-cylinder engines, which also use a standardised 500cc individual cylinder capacity for an overall volume of 3.0 litres.

The new 5 Series is also earmarked to receive a newly upgraded 444bhp 4.4-litre V8 petrol engine, recently launched in the 750i.

Other engine options will include a quad-turbocharged version of the new six-cylinder successor to the M550d. Set to replace the existing tri-turbo N57 engine, this advanced 3.0-litre unit is said to adopt electrically driven turbos to bolster reserves beyond the already stout 376bhp and 545lb ft of today's model.

BMW also plans to offer the new 5 Series with the plug-in petrol-electric powertrain used in the 330e, 740e and X5 xDrive40e. The hybrid set-up mates a 2.0-litre fourcylinder petrol engine with an electric motor mounted within the gearbox and a lithium ion battery sited in the floor of the boot to provide an electric-only range of more than 20 miles.

The new 5 Series flagship will be the M5. Set to offer a choice between rear-wheel drive and optional four-wheel drive for the first time, it is tentatively due to be unveiled at the 2017 Geneva motor show. It will feature a developed version of the 4.4-litre V8 petrol engine.

Standard 5 Series models will receive either a standard six-speed manual gearbox or a new nine-speed automatic. The M5 will continue with a sevenspeed dual-clutch automatic transmission. As with the new M5, some models will be offered with the choice of rear or optional four-wheel drive. **GREG KABLE**

reflected inside, with added B57 diesel, which will be a The new M5 will be offered with rear-wheel drive and optional four-wheel drive





All-new Merc

MOST OF THE NEW BMW 5 Series' rivals will have been replaced or refreshed relatively recently by the time the car is unveiled late next vear.

Of the BMW's rivals, the Mercedes-Benz E-Class is the next to be replaced, with the new version due to make its debut at the Detroit motor show next January. It will have a new generation of four-cylinder diesel engines, codenamed OM654, and new six-cylinder engines will follow later in the year. A plug-in hybrid is due within 12 months.

The new E-Class is set to follow the recently launched C-Class in the styling department, with two different front end looks: a traditional chrome grille and a more sporty look.

The new-generation model, codenamed W213, adopts the modular MRA platform used by the latest C-Class and S-Class. Insiders confirm the new E-Class will grow to about 4950mm long and 1940mm wide.

A new Jaguar XF has just been launched and is the current benchmark in the sector. It's larger and lighter than before and has a CO₂ output as low as 104g/km.

A new estate version is set to join the XF range within the next year and potent SVR versions are set to follow.

A refreshed version of the Lexus GS was shown at



E-Class heads 5 Series' rivals

the Pebble Beach Concours d'Elegance in California earlier this year. The model revealed there, a petrol GS200t, will not be coming to the UK, although hybrid versions of the tweaked saloon are set to be offered here next year.

The next generation of the Audi A6 (previewed right) isn't due until 2017, but the Prologue concept at the 2014 Los Angeles motor show gave an indication of how it will look. It will share its looks with the next A7 and A8 and will have more space inside than the existing version.

The new A6 will come with a fresh range of V6 and V8 petrol and diesel engines, in addition to the entry-level four-cylinder units.





New electric motor tech paves the way for advanced petrol hybrid powertrain solutions, due in 2017

udi is betting on the electrification of its future cars to improve real-world economy and reduce exhaust pollution, company bosses have told Autocar. The move will also allow the company to usher in some highly advanced suspension innovations as well as providing a degree of autonomy that goes beyond simple driving assistance.

This shift towards 'mild hybrid' systems and more conventional plug-in hybrids should also result in Audi's future line-up moving away from diesel engines, particularly across the company's smaller models, including the A1, A3 and A4.

Moving to petrol hybrid engines will also allow Audi to exploit its new 'predictive efficiency assistant' technology, which uses mapping information and live traffic reports to automatically switch between power sources, as well as taking advantage of downhill stretches of road to 'coast' the engine (see sidebar).

The key to Audi's move is the adoption of Integrated Starter Generators (ISG). These are large electric motors that act as the starter motor and alternator but can also assist the engine by sending torque through the drive belt to the engine's crankshaft. The system is also fitted with a small lithium ion battery.

Audi has developed an ISG that works on an ordinary 12V electrical system, so it could be fitted to today's A1 and A3 models. The company says the system allows the stopstart system to cut in below 9mph and also allows the engine to coast at high speeds, both significant fuel saving measures. The first production version is expected in 2017.

Today's A31.4 TSI Ultra has a claimed economy figure of 60mpg, but the 12V ISG system would push that up to 65mpg. However, the combination of coasting and energy recuperation under braking could see the real-world economy of the ISG-equipped engine rise even higher than the lab figures suggest.

Audi is also planning to introduce a more powerful 48V ISG system, the first of which will be revealed before the end of the year, using a combined 12V and 48V set-up.

The 48V system allows for a much more powerful ISG (up from 1.5bhp to 16bhp) and periods of engine coasting of up to 30 seconds.



However, the introduction of full-scale 48V electronics into future models from 2017 will also allow Audi to introduce electrically driven engine compressors, which will come in two forms. Firstly, otherwise conventional turbochargers that are spun up by an electric motor will be able to provide boost even at very low crankshaft speeds.

The second type, as already seen on the RS5 Competition concept, is a separate electric compressor motor that forces air into the turbochargers at low engine speeds but can also eliminate turbo lag during higher-speed driving.

This 48V electrical system has also allowed Audi to develop three new suspension concepts, which capitalise on



We drive Audi's hydrogen-fuelled A7



AUDI HAS RECENTLY allowed Autocar to sample its hydrogen-powered A7 fuel cell prototype.

The A7 h-tron is powered by a fuel cell stack, backed up by an 8.8kWh lithium battery. Hydrogen storage tanks are mounted in the centre tunnel and in front and behind the rear axle.

Drive goes to all four wheels, with two electric

motors on each axle. Each motor produces a claimed 85bhp and 199lb ft.

The interior of the h-tron is almost identical to that of the production A7. Once moving, it is nearly silent, with the distant hum of the air blower force-feeding the fuel cell stack being the only mechanical noise that penetrates the cabin.

As you might expect,

the A7 h-tron is brisk, very smooth and well balanced. The latter is thanks to the drivetrain components being distributed along the length of the car, as well as the all-wheel drive operation.

It's not as furiously rapid as a Tesla Model S, but the h-tron demonstrates that hydrogen power for upmarket cars is closer than you might think. HH



the fact that the 48V system provides as much as four times as much power as a 12V set-up.

First to arrive will be an active anti-roll bar system that uses planetary gears driven by small electric motors to couple and uncouple the roll bars individually from the chassis.

Uncoupled, the anti-roll bars will allow a more comfortable ride, but when active, Audi claims reduced understeer, less roll in corners and increased lateral acceleration. However, the anti-roll bars' twisting when locked allows the small electric motors to act as generators and create enough charge on a "moderate bumpy road" to power the whole system.

Further away from production are the eROT electromechanical dampers. These compact, barrelshaped dampers are about 10cm across and 15cm deep and are intended to replace conventional upright hydraulic dampers. They are connected to a lever arm which, through a series of gears, feeds the forces into an electric motor.

Not only do the eROT units save a great deal of space, but the rebound and compression damping rates can also be set in very fine increments independently of each other. The agitation of the dampers creates an electrical charge, and the rougher the road, the greater the amount of electricity generated.

Audi claims that these dampers could reduce a car's average CO₂ emissions by as much as 3g/km.

HILTON HOLLOWAY

Audi Q7 e-tron quattro first drive p37

Audi's autonomous powertrain tech

AUDI'S DRIVE TOWARDS hybrids and electrification is part of a big move towards autonomous powertrain management. 'Predictive efficiency assistant' is being launched on the Q7 e-tron, due in the UK next March.

The system uses 3D information from the satellite navigation and live traffic information, which it picks up over the internet.
Once the driver has entered the chosen destination in the sat-nay, the new software



takes over control of the hybrid powertrain.

It calculates when to use the internal combustion engine, when to deploy both the engine and electric motor, when to run on the battery alone and when the battery charge needs to be preserved for use later in the journey. It even advises the driver when to coast in order to save fuel.

Audi's engineers believe that this autonomous control of the hybrid powertrain will maximise economy and allow future models to drive through towns and villages in zero-emissions mode. Realworld fuel economy should also be markedly improved.



MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN.

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's suspension here in Britain. It puts you in total control, straightening out the toughest of hairpin turns and taming even the meanest of speed bumps.

> **BOOK A TEST DRIVE TODAY** AT VOLVOCARS.CO.UK

Personal Contract Purchase Representative Example: V40 T2 R-Design Rebel Blue

48 Monthly payments	£269
Customer deposit	£269
Finance deposit contribu	ution £750
Representative APR	4.9% APR
On the road price*	£19,862.50
Total amount of credit	£18,843.50
Interest charges	£2,718.50
Total amount payable	£22,581
Optional final payment	£8,650
Duration of agreement (months) 49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (I/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. "Subject to availability at participating dealers only on vehicles registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1 SR. You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.



Hybrid Kia Niro is a 'Prius SUV'

his Kia Niro hybrid will be launched as a high-riding, SUV-like rival to the Toyota Prius next autumn – and kick-start the firm's plans to nearly triple the number of electrified vehicles it has on sale from four to 11 by 2020.

The Niro sits between the Kia Soul and Kia Sportage in size and is described by its makers as a Hybrid Utility Vehicle (HUV) rather than an SUV, because they believe it will be unique in the market. Kia claims the Niro blends the appeal and practicality of a Nissan Qashqai with the efficiency of the Prius.

Surprisingly, given the standout designs of the Prius and Qashqai, Kia claims the Niro's "modern styling will help the car stand out in a traditionally conservative sector". Although its looks clearly draw on those of the Sportage, it sits on a bespoke platform developed for use by parent firm Hyundai for hybrid and plug-in hybrid vehicles.

Key design details include a relatively wide stance, which, Kia says, conveys "stability and a low centre of gravity", and a long wheelbase, which reduces the front and rear overhangs for a more dynamic look, while also allowing for maximised interior space.

The Niro will be offered as a hybrid only. It will use Kia's 104bhp 1.6-litre Kappa petrol engine, with 108lb ft of torque. This will be mated to a 32kW electric motor, putting power through a six-speed DCT gearbox and using a 1.56kWh lithium polymer battery. Kia has targeted CO2 emissions of less than 90g/km (equating to around 70mpg) and says a plug-in powertrain will be offered later in the car's lifecycle. Although it will be front drive to start with, fourwheel drive is a possibility.

Unconfirmed reports suggest Kia will unveil the Niro at the Chicago motor show next February rather than the Detroit motor show in January. It will be produced from the autumn at Kia's Hwasung plant in Korea and is expected to go on sale soon after.

Although the Niro takes its name from a concept car shown at the Frankfurt motor show in 2013, it is not related to that vehicle, which was a small SUV. That car is set to make production under a different name in 2017 as a rival to the Nissan Juke.

JIM HOLDER

What's the Niro like to drive?



UNDERNEATH THAT cladding lies the Kia Niro. It is described by its maker as a cross between the practicality and styling of the Nissan Qashqai, Renault Kadjar and Volkswagen Tiguan and the economy and image of the Toyota Prius. As such, Kia insists, it has no rivals, although it looks very much like a jacked-up soft-roader to us.

In size, it is an eco-friendly rival to the Ford C-Max.

What's clear from this short first chance to drive the prototype Niro is that it will likely deliver all of the usual Kia standards.

Most of the time, the powertrain is smooth, with the electric motor delivering a noticeable and linear level of boost. Only when you want to push really hard do the revs rise and the hushed cabin ambience gets disturbed by an unseemly thrashing of the petrol engine – although Kia is still working on final calibrations.

In particular, the dualclutch automatic gearbox works well. It's rarely caught out and generally shifts early to avoid the over-revving that's typical of a car fitted with a continuously variable transmission (CVT).

On bumpy Korean roads, the Niro rides well and corners flatly, and the steering is accurate if not overly feelsome. There is nothing sporty about this car and the weight of the batteries is noticeable if you press on, but it is perfectly capable.

The disguised cabin looked smart where we could see it, and space in the front, back and boot is decent. Certainly, the SUV-like bodystyle will win fans over the Prius's divisive looks and shape. JH

KIA PLANS NEW HYDROGEN CAR

A bespoke, mass-produced hydrogen-powered Kia model will go on sale globally within five years, as the firm bids to reduce its average fleet CO₂ emissions by 25% from 2014 levels by 2020. It is likely to be paired with a similar Hyundai model.



AUTONOMOUS KIA DUE BY 2030

Kia will invest £1.3 billion by 2018 in order to launch advanced driver assist technology by 2020, building to the introduction of its first fully autonomous vehicle by 2030. The projects will be jointly developed with parent firm Hyundai.









WHATCAR?

*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £4393.10 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Based on a 42 month, 10,000 miles per annum agreement. Bas and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 31st December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [11/2015]. Freepost SKODA Financial Services. Model shown is SKODA Fabia Hatch Monte Carlo 1.0 MPI. Total OTR price is £14,645. Model shown is not UK specification.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabla range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO2 and consumption values are provisional and are currently under review. Revised values will be published if necessary.



Shell's car chases 100mpg

Gordon Murray and ex-F1 engine designer collaborate with Shell on lightweight three-seat city car

il giant Shell is targeting fuel economy of 100mpg from the lightweight three-seat city car it is building in collaboration with Gordon Murray Design (GMD) and former Honda Formula 1 engine designer Osamu Goto.

Project M is a 1+2-seat design that aims to inspire fresh ideas on simple global cars for congested urban areas. The car has its roots in Murray's new-era T25 urban car, first revealed in 2010, which underwent a "complete rethink from the ground up" for this project.

It uses an ultra-compact rear-engined layout, utilising the principles of Murray's unique iStream manufacturing process, which employs a simply fabricated tubular steel frame with strategically bonded-in composite panels to deliver low weight and immense strength without the complexity and inflexibility of the stamped steel components that are the basis of most cars. It is expected that the threeseat vehicle will weigh less than 600kg. The engine is a version of the three-cylinder 660cc Mitsubishi-derived petrol unit used in the original T25. It has been thoroughly overhauled by Goto's Geo Technology



company, which brought to bear its experience in reducing friction in motor racing engines.

Due to the light weight and comparatively low drag of the tall but narrow GMD chassis, Geo Technology deemed the engine's standard performance to be more than Project M required. So it reduced the engine speed of the base unit, which in turn helped to minimise internal friction.

The engine now produces about 47bhp at 5500rpm and the car is capable of a top speed of just over 70mph. Shell has developed low-viscosity lubricants specifically for the project to highlight the importance of integrating them into the initial design of a car and engine.

The car is now undergoing testing ahead of its unveiling in the first half of next year, but it is unlikely to make production. Shell Lubricants innovation technology manager Robert Mainwaring said: "There is no intention to bring it to market. It is a 'capability analysis' vehicle."

A nominal price of £10,000 has been set for the car, and assuming the 100mpg target is achieved and a litre of petrol costs £1.16, Shell calculates the cost per mile would be 5.42 pence. Although an electric car can eclipse that, the Project M partners believe their car's low price would make it depreciate less, retaining £3500 of its value after four years.

MATT BURT

BMW's high-tech 706mpg prototype uncovered

A SECRET NEW high-tech BMW prototype has been uncovered in a series of patent register images, providing clues to developments that future models from the firm's i brand are likely to adopt.

The leaked images, lodged at the Shanghai patent register office in China earlier this year and used to inform our image (right), reveal a new wind-cheating plug-in petrol-electric hybrid research vehicle that was constructed at BMW's R&D centre in Munich, Germany.

Described by an insider as the answer to the Volkswagen

XL1, the secret four-seat prototype uses carbonfibre-reinforced plastic for its main structure, outer panels, various interior elements and rims.

Sources involved in BMW's research activities suggest the car weighs less than 1150kg – about 135kg lighter than the i3 but 355kg heavier than the XL1.

BMW engineers have also honed the aerodynamics of the new car, which has a drag coefficient of just 0.18.

Helping it to achieve that aero figure is an exterior that goes without exterior mirrors. In their place are video cameras, which capture images that appear within a monitor mounted in the place of the traditional rear-view mirror.

Power comes via a frontmounted turbocharged 1.0-litre twin-cylinder petrol engine, based on the modular architecture of BMW's larger three, four and six-cylinder units, in combination with an electric motor sited at the rear.

It is claimed to cover 0-62mph in less than 7.0sec, hit a top speed of 112mph, return a remarkable 706mpg and have average CO₂ emissions of less than 10g/km.



SIMPLY CLEVER







*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £5,725.81 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Deposit contribution is on petrol models only. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 31st December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [11/2015]. Freepost \$KODA Financial Services. Model shown is \$KODA Yeti SE 1.2TSI 110PS with Metallic Paint. Total OTR price is £19,085.

Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) – 53.3 (5.3), Extra Urban 50.4 (5.6) – 68.9 (4.1), Combined 44.8 (6.3) – 62.8 (4.5). CO_2 emissions for Yeti range are 147 – 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO2 and consumption values are provisional and are currently under review. Revised values will be published if necessary.

THIS WEEK

LAND ROVER HAS put in an additional chassis rotisserie on its production line in order to ease a bottleneck caused by the rise in demand for the Defender in the model's final year. The rotisserie allows the chassis to be rotated during the assembly of the suspension, brakes and other chassis components.

HYUNDAI SAYS IT'S now theoretically possible to manufacture fuel cell models in volume and sell them profitably for the same price as a petrol model. However, it adds that the infrastructure needs to be there to generate the volume first.



DON'T EXPECT ANY extra performance for the Mazda MX-5. R&D boss Kiyoshi Fujiwara was emphatic in answering a question about whether or not a more powerful variant was planned. "I don't want to add a high-performance engine to the MX-5," he said.

NISSAN'S PRODUCT planning chief, Philippe Klein, has said crossovers like the Qashqai, Juke and Gripz concept are not the firm's only innovation tools. "It's part of the success," he said, "but zero-emissions vehicles are also part of it. Safety technology through our Safety Shield is also a part of our innovation."

WHITE HAS JOINED black and grey as the most popular choices of car colour globally. This, according to Seat colour and trim engineer Carol Gomez, is because of the huge popularity of technology company Apple. "Now, people associate white with cuttingedge technology, and that has translated into the car





amborghini has unveiled a new rear-wheel-drive version of its Huracán, the LP580-2, on the eve of the Los Angeles motor show.

The Huracán LP580-2 has a slightly detuned version of the four-wheel-drive car's 5.2-litre V10 engine, now producing 571bhp instead of 602bhp. However, the new model's dry weight is 1389kg, 33kg less than the LP610-4's, and it takes just 0.2sec longer to reach 62mph from rest, at 3.4sec. Top speed is 199mph.

There are visual differences between the LP580-2 and the LP610-4. The new model gets revised front and rear styling,

with air intakes designed to increase downforce on the front axle, along with new 19in and 20in 'Kari' wheels. Pirelli has developed bespoke P Zero tyres for the rear-drive model.

The V10 has a recalibrated ECU map to produce 384lb ft – again, a slight reduction from the four-wheel-drive car's figure - but 75% of this torque is available at 1000rpm.

The new car's weight distribution is 40/60% front to rear, and Lamborghini says the selectable driving modes – Strada, Sport and Corsa - are "tuned to provide oversteering characteristics". This could

address widespread criticism of the four-wheel-drive car's ultra-stable handling set-up. Unlike the previous rear-

drive Gallardo LP550-2, which was offered with a six-speed manual gearbox, the Huracán LP580-2 has a seven-speed dual-clutch automatic transmission.

It will become the cleanest model in Lamborghini's line-up, with combined fuel economy of 23.7mpg and a CO₂ output of 278g/km (down from 290g/km on the LP610-4).

Lamborghini boss Stephan Winkelmann said: "The rear-wheel-drive model fits

perfectly into our Huracán family. It's the purest expression of a Lamborghini to date, and a serious car for serious drivers."

No UK prices have been announced, but the quoted figure of €150,000 plus taxes means that the LP580-2 is likely to be slightly more affordable than the £180.000 LP610-4 - and that could make it up to £10,000 cheaper than a Ferrari 488 GTB.

An open-topped Spyder version is a near certainty, although Lamborghini sources have given no clues about when it could appear. **JOHN McILROY**

Porsche readies new turbo flat fours

PORSCHE IS PREPARING to return four-cylinder power to its sports car line-up for the first time since the 968 ceased production in 1995. The new four-pot will appear in facelifted versions of the Boxster and Cayman, which are set to be unveiled at the Geneva show next March.

The new turbocharged fourcylinder engine will be used by the Boxster and Cayman in place of the existing naturally aspirated six-cylinder engine.

Details remain scarce, but insiders have revealed that the new turbo engine shares its horizontally opposed

design and crucial elements of its architecture, including its 500cc individual cylinder capacity, with the larger twinturbo 3.0-litre six recently unveiled in the facelifted 911. This indicates that early variants of the new flat four will be around 2.0 litres.

The new engine is expected to exceed the 271bhp and 214lb ft outputs of the existing six-cylinder unit in its initial state of tune, with hotter versions due later.

Caught here in final testing. the facelifted Cayman has new bumper designs and updated headlight and tail-light graphics.



NEW TRIM LEVELS FOR DISCO

The Land Rover Discovery has two new run-out specification levels, Landmark and Graphite, with each featuring a combination of bespoke interior and exterior styling updates. Landmark costs £55,995 and Graphite is £47,495.



QX30 MAKES ITS DEBUT IN LA

The Infiniti QX30 has been launched at the LA show. The rival to the BMW X3 and Audi Q3 is set to go on sale in mid-2016. It will have all-wheel drive as standard and a choice of 168bhp 2.2-litre diesel or 208bhp 2.0-litre petrol engines.



olkswagen has revealed the production version of the Beetle Dune, in both hatchback and cabriolet bodystyles, at the Los Angeles motor show.

The Beetle Dune receives more rugged styling, increased ride height and larger wheels and tyres than standard versions of the secondgeneration modern-day Beetle.

Yet despite the looks, the new model will be sold exclusively with front-wheel drive, due to the lack of a four-wheel drive option for the model, which is produced at Volkswagen's Puebla plant in Mexico.

Among the styling changes is a reworked front bumper featuring a prominent trapezoidal-shaped central air duct, a silver plastic skid plate and an additional air duct below the leading edge of the bonnet, along with revised indicator units and round foglights set within black plastic elements on either side of the bumper.

Further back, the Beetle Dune sports black plastic cladding within the wheel houses, serving to increase the body's width by 14mm. There are also more prominent sills, decals along the lower sections of the doors and rear wings and new 18in wheels shod with 235/45 tyres.

The rear is distinguished from the standard Beetle by a spoiler mounted below the rear window, unique LED tail-light graphics and a uniquely styled bumper featuring a silver plastic kick plate.

Volkswagen has introduced respective 6mm and 7mm increases to the front and

rear tracks. The ride height has also been bumped up by 10mm, providing the Dune with greater ground clearance than the standard Beetle.

Inside, features including the main dashboard panel, stitching on the seats and various control surrounds are finished in the same colour as the exterior.

The Beetle Dune will be sold in the UK with the choice of five engines. Included are 103bhp 1.2, 148bhp 1.4 and 217bhp 2.0-litre petrol units, along with 109bhp 1.6 and 148bhp 2.0-litre diesels, all carried over from the standard Beetle. Gearbox choices include a six-speed manual and an optional six or seven-speed dual-clutch automatic transmission.

Pricing is yet to be revealed, although the Dune is expected to command a premium over the equivalent standard Beetle, which starts at £16,275 in hatch form and rises to £26,345 in its most comprehensively equipped cabriolet guise. It is set to go on sale early next year.

GREG KABLE

Fresh face and new chassis tech for revised SL

THE MERCEDES-BENZ SL has been updated for 2016, with a selection of visual and technical changes.

The two-seat convertible gets minor styling updates designed to bring it into line

with the rest of the current Mercedes-Benz range and in particular the Mercedes-AMG GT sports car.

The front features a larger diamond radiator grille, while LED lights are now fitted as



standard. The front bumper and bonnet are both new, with larger front air intakes and a more widespread use of chrome detailing.

The engine range remains largely unchanged, with the same SL400, SL500, AMG SL63 and AMG SL65 lineup as before. The SL400 receives a 35bhp boost in power, with the engine now offering outputs of 362bhp and 369lb ft. This results in a slight improvement to performance, with 0-62mph coming in 4.9sec. Top speed remains limited to 155mph.

The 449bhp SL500 remains unchanged, as do the 577bhp SL63 and the 621bhp V12 SL65. All versions now come with a nine-speed automatic transmission as standard.

The revised SL is now available with the Curve function, which aims to reduce body roll through corners, that has previously been offered on the larger S-Class Coupé. It also offers the Dynamic Select system, which allows the driver to choose different suspension settings from Comfort

through to a stiffer and sportier option in the new Sport+ mode.

Pricing for the 2016 SL has not yet been revealed, but it is expected to come down notably from the £73,575 starting point of the current model to significantly less than £70,000. Mercedes has not confirmed the specification changes that will make this possible, but they are set to be revealed at the same time as the pricing, which will be announced in January. First cars will be delivered around April.



Best hot hatch goes to the polls

THE PERFORMANCE
Car Show, presented
by Landsail Tyres in
association with Autocar
and PistonHeads.com, is
setting out to name the
world's best hot hatch.

The show, which is due to take place at the NEC in Birmingham in January, will include a centrepiece, called Hot Hatch Nirvana, that will feature cars voted for by fans. A poll launches today (Wednesday) to decide which 10 hot hatchbacks will form the basis of the display.

Fans will be able to vote for their favourite by choosing from a long list that has been curated by a panel of experts that includes Autocar's editorin-chief, Steve Cropley, and head of video and features, Matt Prior.

The list of candidates features a mixture of contemporary and classic models, such as the Mk1 Volkswagen Golf GTI, Renault 5 Turbo, Peugeot 205 GTI, Ford Escort RS Cosworth, Lancia Delta HF Integrale, Honda Civic Type R, Mercedes-Benz A45 AMG and Audi RS3.

The show will also be playing host to a selection of the rarest and most desirable hypercars and supercars currently on sale.

The full list can be seen online at performancecarshow.com/hothatchnirvana. Top 10 and the overall winner will be announced at the show on 14-17 January.



Elise Sports coming

THE LOTUS ELISE Sport and Sport 220 are set to join the two-seat sports car's line-up, with the two models replacing the outgoing Elise and Elise S.

The two models, which mark the return of the Sport name to a Lotus, get a weight reduction of 10kg, which doesn't improve performance but does bring a marginal boost in claimed fuel economy.

Both cars come with lightweight sports seats, which

are available with optional tartan trim that harks back to the 1970s Esprit S1.

The 134bhp 1.6-litre and 217bhp 1.8-litre petrol engines remain unchanged.

The pricing has also been trimmed, with the Elise Sport model starting at £29,900 and the Elise Sport 220 priced at £36,500. Both cars will go on sale from December in Europe and the rest of the world from January next year.





on't try to defend the indefensible. There are media training courses at publishers and other companies that'll tell you that: don't be a guest on the news, they say, and suggest that something illegal such as software piracy is fine. And definitely don't go on the telly and condone breaking the speed limit, because someone will make you look stupid.

Which brings me to the Bedfordshire Police and Crime Commissioner, Olly Martins, who went before the Home Affairs Select Committee last week. He said he's been thinking about switching on, permanently, the speed cameras on the M1 between junctions 10 and 13, where there's a variable speed limit and cameras that are only used when there's a lower speed limit in place. Martins has the power to have them turned on all the time, and might use it.

Which doesn't seem so bad, does it? What's there to criticise?

He's not doing it for road safety. He's desperate for the money that the fines would generate

If you don't speed, you don't get nicked, so don't come out, the sensible advice will say, and suggest it's an outrageous thing to do. After all, those cameras are there for a reason: to improve your own safety. Aren't they?

Well, motoring groups are stamping their feet about Martins' "utterly obnoxious" proposal. He's not doing it for road safety. No, he's desperate for the money that speeding fines would generate.

"Cash-strapped PCC proposes funding by speed camera" his own office's website has announced. Martins has also floated the idea of getting his officers' uniforms and patrol cars sponsored by local firms.

Bedfordshire has far fewer police, per capita, than most areas in the UK, yet some of the highest levels of crime in the country. Martins, then, finds himself in a fix. "I am running out of levers to pull to keep Bedfordshire Police financially viable," he said. "Strict enforcement of the speed limit could raise £1m. That's better than losing 25 more officers."

It's an interesting position, but one that rather undermines the case for introducing speed cameras in the first place. A PCC will be seen to be doing well if their force reduces crime and improves public safety, but while Martins says "motorists staying within the speed limit will not be affected", he actively wants and needs people not to do that. He has cameras to enforce a limit, but he requires people to ignore it so his force remains viable.

Perhaps Martins thinks speeding is no big deal – that by driving at 80mph on the M1 you will be doing Bedfordshire a public service. Curious. Speed cameras were introduced to slow people down because speed kills, and it cannot be condoned or tolerated. It would be foolish to disagree – unless, apparently, you're a Police and Crime Commissioner.



matt.prior@autocar.co.uk

@matty_prior

SIMPLY CLEVER







*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may

Visit skoda.co.uk/offers

**Part the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace; part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £5278.05 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 72p per mile apply. Offer available when ordered by 31 December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [11/2015]. Freepost \$KODA Financial Services. Model shown is \$KODA Octavia SE 1.2 TSI 110PS with optional metallic paint at £535. Total OTR price is £18,170.

Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO2 and consumption values are provisional and are currently under review. Revised values will be published if necessary.



A Week In Cars

Steve Cropley



MONDAY

Sorry to hear of the quiet, sad departure from Volkswagen's top echelon of 64-year-old design chief Walter de Silva, whose world has clearly fallen in following the departure of big boss Martin Winterkorn. As car-creation royalty, the pair toured the motor shows of the world, admired wherever they went. But when Big Martin had to walk the plank, things must have looked much bleaker for de Silva, especially since VW is now intent on making savings, including on concept cars.

Still, de Silva leaves a wonderful legacy. He created many fine cars with his own pen and influenced others to create more. In many convivial meetings he proved to us hacks - via skilful sketches on convenient scraps of paper that even as a big cheese, he still drew cars with the same delight as a kid doodling on the back of an exercise book.

De Silva always said his most beautiful car was the Audi A5, but I reckon the accolade goes to the Alfa Romeo 156, a car of enduringly fine proportions whose design influences on the just-launched Giulia are perfectly obvious nearly 20 years later.

De Silva drew cars with the same delight as a kid doodling on the back of an exercise book

TUESDAY

You'd think, given the wall of verbiage we've seen and read on VW, that everything worthwhile had been said. But a note that landed today from Steve Randle, who runs a Warwick-based engineering consultancy, offers something new. It's not necessarily top

management skulduggery that's to blame, Randle suggests, but a too-rigid, results-driven culture imposed on middle-rankers. Listen to this: "Within large organisations the fear of failure, and consequent loss of livelihood, is a powerful motivator. What starts as a fudge, begun in the hope things will come good, has a nasty habit of getting out of control. The way we manage our people is even more important than the way we manage our engines." Makes plenty of sense to me.

WEDNESDAY

Amazing news! MotorSport Vision, the driving and race circuit group owned and fronted by former F1 driver Jonathan Palmer, has completed

Echoes of Walter de Silva's Alfa 156 can be seen in the new Giulia the purchase of a 1263-acre Couvron in France - complete village' - featuring a five-mile circuit - that will emulate the success of Bedford Autodrome and attract car lovers from across Europe, particularly those from Germany, France and the UK.

The emphasis will be on driving days, but there's also a a year and offer supporting activities such as 4x4 driving. today's super-fast road cars by sustain top speeds without the brake and tyre-killing effects The opening is bound to be a traffic-stopper; I can't wait.

THURSDAY

Handed back our holiday Volkswagen e-Up with regret, having come quite easily to grips with the fast charging culture of Ecotricity's motorway-based 'electric highway'. Despite this, the experience convinces me that to be taken seriously, cars like this need longer ranges. The official claim for this one is about 90 miles, but the reality is you start worrying at 60 miles, and by 80 you're really concerned if there isn't a charging point around the corner. The e-Up's makers will point out that the e-Up is a city car so journeys are shorter, but the trouble with that argument is that they've made the car so capable in every other respect (barring an occasionally curiously bouncy ride) that it feels as if you could drive the thing around the world.



plan to stage four race weekends Palmer will cater especially for making the circuit very fast but very safe. Drivers will be able to of continual low-speed corners.

And another thing...

At last, a reason to lift the Range Rover Sport's bonnet: leaves in the air intakes ahead of the screen. I once had a Lotus Excel that hoovered up leaves. It's weird to own a car more susceptible to boiling in winter than summer...



steve.cropley@autocar.co.uk











CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO₂/km barrier with the BlueHDi 150* delivering up to 72.4 MPG." With its ultra-flexible 7-seat interior, 360° Vision Parking, Keyless Entry and Start, and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.





CRÉATIVE TECHNOLOGIE



CITROEN prefers TOTAL Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



ell, there's no denying it looks like a Bentley. Whether it feels like one or not we'll come to in a moment, but for now, no question, aesthetically it has the cues. The strong rear haunches, the diamond grilling on the front. I am no arbiter of a car's appearance (for which Bentley should probably be grateful), but if the task was to make it look instantly recognisable, the first job is done.

This is the new Bentayga, and as an example of how gracefully Bentley's model line-up has evolved since Volkswagen took ownership of the company in 1998, you can think of it as only the third 'new' model to have since arrived – if, like I do, you count the Mulsanne as a replacement for the Arnage, and thus the Flying Spur saloon and Continental

coupé/convertible as the other two 'new' cars.

This is at least as significant as those two: the wider motor industry's overdue recognition that people who have an awful lot of money do not necessarily want to be continually photographed driving a supercar or mistaken for an airport limousine driver. So they buy Range Rovers specified to the heavens – a fact that Land Rover recently seems to have appreciated, too.

I've often wondered how far up the food chain the limits on SUVs run and have suspected it's quite a lot further even than this £160,200 Bentayga. I suppose Rolls-Royce will find out soon enough.

Meantime, though, the Bentley. Like the Flying Spur and Continental before it, it takes full advantage of the Volkswagen Group's ownership of the British firm. Beneath it is, ostensibly, the new MLB-Evo architecture that also sits beneath Audi's flagship SUV, the Q7 – a car whose price has also topped £100k during its time, if you remember. And it's a car that is already pretty vast, so at 5.14 metres long, the Bentayga isn't that much bigger again. At nearly three metres, the wheelbase is within 2mm of the Q7's and the Bentley will later offer seven seats, too – although there are no more than five for now.

Coming later, too, will be hybrid and diesel powerplants but, sensibly enough, from the start Bentley is only offering what'll be the top-spec motor (until a Speed edition arrives): a new variant of the 6.0-litre W12 engine. Because, let's face it, if you've got a car with a 2420kg kerb weight and yet, because you're Bentley, you want it to reach 60mph in 4.0sec and a top speed of 187mph, you're going to need 12 cylinders and two turbochargers.

If that sounds thirsty, it is. There's cylinder shutdown and this new engine is 30kg lighter than its predecessor, but still it returns only 21.6mpg on the combined cycle and emits 297g/km of CO₂. During its day with us, although I'll concede that we drove it pretty hard, it returned little more than half of that.

Those aren't the kinds of numbers that Bentley would rather you focused on. Instead, try some of these: there are 17 standard and 90 extended paint colours (and any other on request); there are 15 standard leather hide colours to choose from and seven different >





New version of the twin-turbo 6.0-litre W12 petrol engine puts out 664lb ft at 1350-4500rpm and 600bhp at 5000-6000rpm; rear cabin feels luxurious and is roomy enough



OFF-ROAD ADVENTURES.

FINANCES ON THE STRAIGHT AND NARROW.

HAVE ITALL



NISSAN X-TRAIL 1.6 DIG-T n-tec

7" touch screen navigation & entertainment system*
One touch power tailgate
Available with 7-seats

£249

£1,500

3 YEARS'

nissan.co.uk/haveitall

PCP REPRESENTATIVE EXAMPLE

				TOTAL AMOUNT OF CREDIT	DURATION OF AGREEMENT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	RATE OF INTEREST P.A. (FIXED)	6.99% APR REPRESENTATIVE
£249	£26,445	£6,319	£1,500	£18,626	37 months	£12,974	£29,758	6.99%	

X-Trail Range: URBAN 34.9-49.6mpg (8.1-5.7L/100km), EXTRA URBAN 51.4-62.8mpg (5.5-4.5L/100km), COMBINED 44.1-57.6mpg (6.4-4.9L/100km), CO₂ emissions 149-129g/km.

Offer redict until 4 January 2016 at participating dealers nelly and subject to vehicle awaitable Services limited, PO Bax 145, Watterd WIIT 1/15, Subject to status. Buseraters and indomnities may be required. You must be at least 18 and a UK resident (excluding the lale of Man and Channol Islands). Terms and conditions apply, please visit www.nissan-effers.ou.u/termsandocoditions or your local dealer for full details. "NISSAN DEPOSIT CONTRIBUTION OF \$1,500 IS DNLY AVAILABLE WHEN TAKEN ON 8.59% PCP NISSAN FINANCE PRODUCT. Offer based on 10,000 miles pa, excess milesop &p are mile. Offers not available for both finances and resources are stated redictions. "Fixed price servicing available for both finances of every remaining and details usage charges may apply. NissanConnect surrous when control intervals. 1001 use NissanConnect surrous when the control intervals. 1001 use NissanConnect surrous



← species of veneer. Again, if you want more, just ask. Our test car rolled up with £48,000 worth of options, which would by no means be an unusual order.

So far, so Bentley, then, and the same is true of the interior. There are a few cues that this is a VW Group model, but no more than you'll find in a Continental - and the Bentayga benefits here from being based on the latest VW architecture. Instead of the chunky old gear selector that occupies about a third of the transmission tunnel, the new electronic controller for the eightspeed transmission leaves more room around it for additional switches and convenience features. Likewise, the steering wheel still gets gearbox override paddles but, as in a VW or Audi, they're small and rotate with

the wheel, rather than being the fixed, railway-signal-box-spec levers of the Continental. There's a digital display between the two analogue dials and the part-touchscreen, part-dial-controlled entertainment system — while still not our first-choice system in the whole of motordom — has a level of ease and functionality like no Bentley before it.

If you're accustomed to the Mercedes-Benz/Audi rotary dial on the transmission tunnel for this, though, you'll instead reach accidentally for what turns out to be the drive controller. The Bentayga gets four on-road drive modes and four off-road ones for the air suspension and four-wheel-drive transmission with Torsen centre diff. We started out with good intentions to try both, but in the end we only

managed the on-road stuff – probably a not unfamiliar tale for Bentaygas in the years to come.

The suspension is by air as standard, and that provides the kind of isolation we've come to expect, with the very occasional echoey 'bong' over sharp surface ripples but an otherwise composed and particularly serene waft. It doesn't matter that much whether you're in Comfort or Sport (or the default, 'Bentley') on the dial, because it's never overly firm, thanks to a new system of which Bentley is rightly pretty proud.

The electrics are by a 48V system, because the Bentayga gets active anti-roll bars and the extra juice is needed to make them respond with suitable vigour and speed. There are electric actuators that act to

stiffen or loosen the anti-roll bars depending on what you're doing – so they're slack and loose on a straight and allow lots of wheel deflection, whereas in a corner they quickly stiffen to reduce body roll and keep the movements of what is, let's face it, quite a big body in check. It works with remarkable effect, feeling better to me than adaptive damping, which stiffens dampers come the corners but unsettles the ride more in the process.

The Bentley, then, feels pretty natural, retaining its comfort while simply adding additional control when it needs it. There's remarkably little roll and when, if pushed, it eases into relatively early understeer, you look at the leather and veneer, the turned aluminium air vents and their organ stop adjusters and just >





Bentayga has four selectable drive modes for on-road use and four more for off-roading; 'event' seat in the boot slides and folds and, of course, has diamond-quilted leather



← remind yourself that you're in a Bentley, not a Porsche Cayenne.

Having a W12 engine - no matter how compact in theory it is - in the nose presumably does little for the agility, but it does lots for the performance. The torque curve peaks at 664lb ft at 1350rpm and stays there until 4000rpm. Peak power, 600bhp, is through 5000rpm to 6000rpm, although there's relatively little point in taking the engine all the way there. It's smooth enough at lower throttle inputs and revs, but it fails to sound particularly special or expensive when revved harder. Bentley hasn't said whether the V8, so good in the Continental, will find a home here too (because it's quite busy selling the first couple of years' worth of W12 production, so why would it?), but the Bentayga wouldn't hurt for a bit more woofle.

There is also – and I'm being

picky here, but this is a £160,000 car, so we can afford to be – the occasional snatch in the drivetrain. Perhaps it's the gearbox's 'coasting' modes, which disconnect the engine from the transmission when under no load to improve economy. But when it takes it up again, it's not always seamless.

However, by and large this is an exceptionally comfortable and always impeccably quiet big SUV. Drive it smoothly and it'll reward you with its oily smooth electric steering (a good speed and Servotronic, so it quickens towards the limits of its lock), its calm ride and a really impressive sense of cabin isolation.

And all this from, let's be honest, one of the widest remits a manufacturer has ever set itself. Bentley has established a reputation as a maker of sporting cars that must also be luxurious. It's hard enough

to make a luxury saloon that can do the thick end of 200mph in safety and security, while retaining the 'luxury' part of the tag. Now throw on top of those demands the additional need for this vehicle to travel, as it will be asked to, into sand dunes and across frozen steppe, or to tow several tonnes of horse and trailer, and you start to appreciate the task Bentley has set itself.

It would, presumably, have been rather easier if it didn't have to worry about the whole 187mph thing as well, but it's to Bentley's great credit that it has. I'd think that, in all of motoring, only the Porsche Cayenne and some variants of the Range Rover Sport get set a remit you'd consider as broad as the Bentayga's – and the Bentley has to do it with the trappings of all that wood, aluminium and leather aboard, too. No wonder it took them a while to get

around to it. In the end, though, it was well worth the wait.

MATT PRIOR

BENTLEY BENTAYGA

Fulfils one of the widest remits ever given to a car with ease. Terrific performance and refinement



Price	£160,200
Engine	W12, 5950cc,
	twin-turbo, petrol
Power	600bhp at 5000-6000rpm
Torque	664lb ft at 1350-4500rpm
Gearbox	8-spd automatic
Kerb weight	2440kg
Top speed	187mph
0-60mph	4.0sec
Economy	21.6mpg (combined)
CO ₂ /tax band	296g/km, 37%

FIRST DRIVE









__DG65 0S0



ave they made un mostro? Ferrari's F12 has never wanted for more power, but here we are: the F12tdf, a limited-run, special version of the F12 with a name that references the old Tour de France road race, at which Ferrari did rather well. The F12tdf has lots more

Ferrari's special 12-cylinder car programme has previously given us the raw 599 GTO. Ferrari says the F12tdf is just as extreme and that it's more agile than any previous front-engined V12.

power than the F12 and, thankfully,

plenty of modifications alongside it.

There are several ways to make a car more agile, and Ferrari has tried them all here. One is adding poke; the F12tdf has 770bhp instead of 730bhp, thanks mostly to easier breathing and race-derived mechanical tappets, letting the 6.3-litre V12 engine rev to 8900rpm.

Method two is weight reduction, so the F12tdf is 110kg lighter than the F12. Leather is replaced by Alcantara and plenty of aluminium by carbonfibre.

But the easiest way is simply to fit huge front tyres. At the start of the F12tdf development process, Ferrari did just that – first fitting 315-section F12 rears to the front, and then even slicks, to see what it was like.

Hilarious but perilously unstable, in short. Here, Ferrari's marketing people like an aerospace analogy: a modern fighter jet is inherently unstable, but electronic control systems make it flyable. Similarly, Ferrari uses active rear steering to make the unstable F12tdf driveable.

It calls the system a 'virtual short wheelbase', although that's not strictly accurate. The 285 rather than 255 front tyres increase front grip and make the wheelbase feel shorter. A ZF rear steer system, as used on some Porsche 911s, adjusts the rear toe angle by up to a degree, almost always in the same direction as the fronts, to put stability back in. That virtually lengthens rather than shortens the wheelbase, but otherwise the analogy isn't unfounded. Ferrari likes the system so much that it'll use it again.

Other changes are mere details. The aerodynamics are improved, gear ratios are 5-6% shorter and spring rates are 20% stiffer, a difference "you'll feel within a metre". If you've been invited to buy one of 799 F12tdfs, it'll cost you £339,000, you'll own at least five other Ferraris and "we know you very well".

Ferrari admits that its special

Untroubled by turbos, engine response is electric and it makes a glorious, old-school Formula 1 noise







Cabin swaps the original car's leather for Alcantara and carbonfibre replaces much of the aluminium; in all, the F12tdf is 110kg lighter than an F12





Function and purpose are evident everywhere, but nowhere more so than in the reworked 6.3-litre V12, which now possesses a 770bhp punch

V12s aren't simple to drive quickly unlike the standard mid-engined V8s - and the F12tdf takes some learning before you feel completely comfortable with it on a circuit.

On the road, there's no such bother. The F12tdf is always firm. It's not crashy, but you know what's beneath you. It retains the F12's two-turn steering, but because of the stiffness and wider tyres, it feels connected and responsive and, in many ways, easier to drive. In the hills around Maranello, the F12tdf steers with ease and precision; it's a big car but easy to place.

And it has an utterly magnificent powertrain. Untroubled by turbos, its response is electric, it makes a glorious, old-school Formula 1 noise and the already superb dual-clutch automatic gearbox receives a few tweaks to further sharpen the shifts.

At high revs, the F12tdf's throttle response can sometimes be too sharp – even Ferrari's test drivers think so - but the nature of the programme is to bring some racing car feel to these special V12s. Plenty

of race drivers would love an engine this phenomenal.

On a circuit, though, the F12tdf is not straightforward like most frontengined, rear-driven cars. An Aston Martin V12 Vantage, for example, is as simple as they come: settle the nose as you turn, get back on the power, enjoy the balance.

The F12tdf isn't like that, partly because there isn't really any $understeer in \, the \, first \, place. \, The \,$ additional tyre width makes the front hyper-agile, so in faster corners it darts towards an apex, and when you expect the rear to unsettle as a result, rear steer intervenes to keep it stable, trimming the back to the same apex as the front at a speed unobtainable without the system.

Apply significant throttle now, though - and more or less any right foot movement is significant in this car – and the rears still light up. At which point the speed at which you're travelling, the engine sharpness, the steering's quickness and the angle of the rear wheels can conspire to make it feel slightly unnatural.

With familiarity, you learn to anticipate the F12tdf's characteristics and drive with lighter, more fingertippy touches and smaller inputs, and then it becomes a deeply rewarding thing. But it's not a carlike the docile Ferrari 488 GTB that's easily grasped. I'd want more than the few laps of this test drive to decide if it's more rewarding than a conventional set-up, but no question it's impressive - and not just as a technology showcase.

That isn't meant to sound down on the F12tdf; there's oodles to love. The cabin, the noise, performance and responses are all exceptional. It's just unusual sometimes, but given that it's meant to be challenging, it can easily afford some depth of character.

Besides, I wonder: would I choose an F12tdf over a Lamborghini Aventador SV? Undoubtedly. Over a McLaren 675LT, a five-star car? Quite possibly. Certainly, I'd want many, many more goes before saying for sure - an addictiveness that is, ultimately, the whole point.

MATT PRIOR



FERRARI F12TDF

A hugely rewarding driver's car, albeit a demanding one. Well worth the effort



£339.000 Price **Engine** V12, 6262cc, petrol 770bhp at 8500rpm Power **Torque** 520lb ft at 6250rpm Gearbox 7-spd dual-clutch automatic Kerb weight 1520ka Top speed 211mph 2.9sec 0-62mph 18.3mpg (combined)

CO2/tax band 360g/km, 37%



When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic

partner for tyres.

Release your inner racer and discover the **MICHELIN** high performance tyre range at: www.michelin.co.uk



the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.







his plug-in hybrid version of Audi's Q7 is based on the 3.0 TDI quattro model, which uses a V6 diesel engine to drive all four wheels. The hybrid conversion includes a new version of Audi's eight-speed automatic transmission, into which is sandwiched a fairly punchy 258lb ft electric motor, whose battery pack is mounted above the independent rear suspension.

The Q7 e-tron also gets a clever heat pump system that helps to warm the interior using waste heat from the electronics. This significantly reduces the drain on the battery pack and extends the car's electric range, which is claimed to be 34 miles. This car also gets Audi's Virtual Cockpit, a digital instrument cluster that is configurable to show different screens and graphic displays.

The big advance on this car is a so-called 'predictive efficiency assistant', which uses data from Audi's Navigation Plus system, with support from the active cruise control, to pre-empt the driving conditions ahead and switch the

powertrain automatically between diesel, hybrid and pure EV modes to maximise efficiency.

The two areas where the Q7 e-tron really stands out are its engine and its cabin refinement. Even under full-bore acceleration, the V6 diesel never raises its voice above a distant, cultured hum. Audi is claiming another world first here. The engine sits on new mounts equipped with 'electro-magnetic oscillation coil actuators', which counter the engine vibrations that would otherwise be fed into the car's structure.

Cabin refinement is first rate, especially in terms of quelling wind noise. Voices from the rear seats also come across to the front-seat occupants completely clearly, which is rare. Full-bore performance can be briskly satisfying, which is unsurprising when there's a 516lb ft peak with both engines engaged.

However, the Q7 e-tron has an all-wheel drive system and a biggish battery pack, hence the 2445kg weight. As our test drive showed, having three substantial adults in the

cabin means the e-tron isn't always as roaringly rapid as its raw figures might suggest.

Some aspects of the handling are less than satisfactory, too. The e-tron runs straight and fast on motorways and picks its way through narrow village streets with great ease. But it is less happy on fast, sweeping corners. Set the car up for a long corner and the Q7 allows noticeable body roll to build up. But once the driver unwinds the lock as the car exits the corner, the e-tron struggles to settle itself onto the new trajectory.

As you'd expect, the Q7's interior is a masterclass in fit, finish and premium design. although the front of the cabin is snug rather than generously spacious. And although the boot is claimed to offer a 650-litre volume, it is quite shallow once the luggage cover is deployed.

The switch between braking gently using the electric motor in the transmission and full-on stopping power via the hydraulic system is hard to gauge, too.

Our test route covered 60 miles,

with a mix of motorway, fast A-roads, a winding hill route and small villages. With a fully charged battery and the predictive efficiency assistant in charge, we covered 21 miles of it using the diesel engine at 51mpg and 39 miles on the battery, using 12.2kWh of battery energy. What seems to be a real-world 34 miles of EV range would allow many people's day-to-day driving to be completed on the battery alone.

This is not a car for driving enthusiasts, but in the wake of the diesel emissions scandal, the Q7 e-tron looks like it might be the upmarket family car of the future. Its hefty price may well be a significant drag on sales, but predictive efficiency assistance could be the future of day-to-day driving.

HILTON HOLLOWAY

AUDI 07 E-TRON OUATTRO

Refined, spacious and frugal, with very clever tech, but hampered by its own mass and a hefty price



£65,000 (est)
V6, 2967cc, diesel, plus electric motor
369bhp (total)
516lb ft (total)
2445kg
8-spd automatic
6.0sec
135mph
166.2mpg (combined)
50g/km, 8%





Premium look and feel inside are backed by impressive cabin refinement; on purely battery power, a range of 34 miles is possible



PEUGEOT ROWNERS TOTAL Official Fuel Consumption in MPG (1/100km) and CO2 emissions (g/km) for the New 208 Range are: Urban

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. "Representative 0% APR over 37 months. Terms and conditions apply, participating t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheave equivalent to must meet eligibility criteria including minimima? years' full UK licence, driving convictions/claims limits. Excesses apply, 3 years motor insurance is provided and underwritten by U K insurance untimed, which is authorised by the Prudential Regulation cost of IAF Passport, but are provided on a monthly pay-as-year-gourge basis and can be cancelled at any time without penalty or affecting the remainder of the IAF Passport contract. Routine servicing included only. Excludes wear parts. "£500 deposit discretion, image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic point, Cielo Panoramic Roof and Menthal White exterior personalisation pack at £15,940.

NEW PEUGEOT 208



40.4 - 78.5 (7.0 - 3.6), Extra Urban 61.4 - 104.6 (4.6 - 2.7), Combined 52.3 - 94.2 (5.4 - 3.0) and CO2 125 - 79 (g/km).

dealers only or visit paugeot. co.uk. Peugeot Motor Company PLC is a credit broker not a lender. We will only introduce you to Peugeot Financial Services. A guarantee may be required, Finance provided by and written quotations available from PSA Finance UK Ltd twice the current RFL cost. The customer must apply for years 2 5 3 RFL. Just Add Fuel* (JAP) is subject to status. "Minimum age 27, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly contribution at participating dealers. This offer is not available in Northern Ireland. All offers a voilable on qualifying vehicles ordered and registered between 01/10/2015 or until such time as they may be withdrawn by Peugeot at its complete All information correct at time of going to press, Visit peugeot.co.uk for full terms and conditions.







he Ariel Atom is to blame. For years we ran a competition called 0-100-0, an acceleration and braking test for cars that was, as the name suggested, a sprint from rest to 100mph and back to rest again.

In the earlier years, there was an unpredictability to the results. Lightweights and supercars vied for supremacy, while race and rally cars set non-production records.

And then came the Ariel Atom

with a supercharger strapped to its engine, and with it the unpredictability ended. What'll be quickest? It'll be the Atom 300. Again. So we canned it.

But, as you may have heard, Autocar turned 120 years old this month, which gave us an idea: reprise 0-100-0 but, to even things up, increase the target speed to a poignant 120mph, thus giving significance to the anniversary and allowing a broader range of cars – those weighing more than half a tonne – a greater chance of competing.

Step forward, then, the running order. Ariel's Atom 3.5R is here, of course, but it's joined in the lightweight corner by the Caterham Seven 620R and a sort of lightweight, the Radical RXC500. To line up against those, we have what could well be the fastest current supercar, because it has 641bhp and a set of astonishing stoppers, in the shape of McLaren's 650S. Porsche's

911 Turbo is probably the only thing that'd run it close, so that's here, too, as is Nissan's GT-R and the now four-wheel-drive Jaguar F-Type R.

Then there are a couple of wildcards. Ford's Mustang GT is here because it's interesting to see what a big coupé can do, and Mercedes' facelifted A45 AMG represents the apogee of the current hot hatchback.

Nine contenders, then, and Blyton Park Driving Centre is our host. →

As you might expect from Lincolnshire in early November, Blyton Park is cold when we arrive. But the track is dry and the surface much better than some of the airfields we often use for features. Conditions are good enough, in other words, but will play a little into the hands of things with better traction. Shall we crack on in ascending order? Let's.

First, (or rather last in this company) then, is Ford's Mustang. This is not a complete surprise, especially given that traction is at a slight premium, but it's a newsworthy car and I'm interested to see how it goes. It's also highly unusual in this company in that it comes with a normal H-pattern gearstick and three pedals. Old school. Tellingly, nothing else here does.

It's not the easiest thing, in other words, to get off the line, but once you get the rears hooked up after a gentle getaway, the 5.0-litre Mustang takes full throttle in first gear, although its 0-30mph time, the slowest of the day at 2.35sec, sets a theme to come. It is the slowest through 60mph and 100mph and to 120mph – especially because it needs an upshift to fifth gear at 118mph – and, by a whisker, is the slowest to stop from 120mph.

We're using Blyton's back straight for this, straight-lining a chicane (obvs) that's usually in place halfway along. It's plenty wide enough for one car at a time, as flat as anywhere else we've used for 0-100-0 and smooth in the braking zone. But is it long enough?



In the Mustang, not quite. The run time you see is a patch of two runs – one from rest to 100mph, the other 100-120-0 after a rolling start onto the back straight. Its 21.66sec run would be flattering in much company, but not this.

Next comes the A45 AMG, which again I aim at the horizon from the earliest straight start point I can line up on, and engage its launch control.

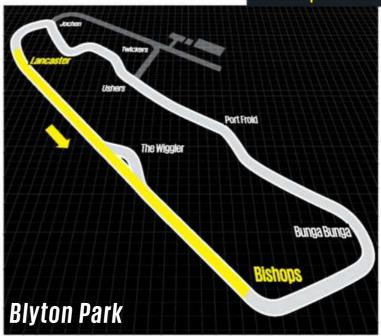
In the Mercedes, there's a tiny amount of slip as power is diverted to the rear, but the A45 is only seven-hundredths of a second off the fastest time to 30mph that we record all day. Pulling 60mph in 4.13sec is also very respectable – although it's a number that would have needed to start with a three to be at the sharper end of things here.

Aerodynamics overwhelm the A45's modest power output above 100mph and it wants the second longest time to reach 120mph, by which time quite a lot of the →











WE SORT THE FINANCE YOU CHOOSE THE CAR

There's a lot to think about when buying a new car, so we've made paying for it extra easy with Halifax Car Plan Extra – our car finance exclusive to Halifax current account customers.

Simply sign into Online Banking and use our car finance calculator to instantly see how much you could borrow, then choose a plan that suits you best.

Once you've applied and been accepted, we'll transfer the money direct to the dealer, it's as easy as that.

And our great low rate means your dream car could be more affordable than you think.

Available to Halifax current account customers of at least three months, registered for Online Banking aged 18+ and UK resident. Borrow between £3,000 – £60,000. Vehicle must be sourced through selected dealer. Lending subject to status.

4.2% APR
REPRESENTATIVE









← straight has passed and the end is looming rather quickly.

Our VBox GPS data logging gear shows the car's current speed extremely accurately with barely a delay - much more quickly than our equipment used to - but still, as 120mph approaches, you have to anticipate the arrival of your terminal velocity and decide to start braking before 120mph registers on the monitor (which, in this case, is my phone suckered to the windscreen).

There's always a 'reaction time', then, and you'll do well if you keep the speedo below 121mph. (In no case does the time affect the final results, but we've left them in.)

The A45 AMG stops with about 30 metres of the straight to spare, thus avoiding the nearby field and



I know the A45 AMG won't trouble the top order. But few other hatches would get close to it



giving an overall time of 20.5sec for the 0-120-0 run. I know it won't trouble the top order. But few other hatchbacks would get close to it.

Jaguar's F-Type R AWD is next. The F-Type has plenty of traction but no launch control. However, if you wind a little tension into the drivetrain, it gets away very well - covering 0-30mph in 1.62sec, just twohundredths of a second slower than the fastest car of the day. It's under braking that the Jaguar loses out. Its nose pitches forward, and although it'd never trouble you on the road or a track day, it has a few tugs at the wheel as it pulls to a halt in 5.22sec. That's still good and takes it almost three seconds clear of the A45 AMG overall, but next up the road is more than a second quicker than it.

That turns out to be the GT-R in Track Package specification, which brings tyres that appreciate being warmed through and some Nismo aerodynamics but no increase in the standard 542bhp. So although it has launch control, the Nissan is no faster than the Jaguar from standstill, and there's a shimmy from the rears, as they struggle to hook up after launch engages power, which isn't evident in the Jaguar.

But by 60mph it has redressed the balance and overcome the Jaguar -3.46sec is quick in any company, except among this lot - as would be 0-120mph in 10.94sec. The GT-R takes some slowing, mind, because it weighs 1740kg, and asks five seconds precisely to come to a halt.

Then comes the first of what we think of as the lightweights although the 1120kg Radical RXC500 isn't strictly a lightweight like the Caterham or Ariel, but you take the point.

What it shares with those is a transmission that features three pedals and whose clutch can be forgotten about as soon as you're rolling. The RXC feels like a genuine racing car from the moment you slip inside it, and beavering around to warm the rear tyres is one of the most evocative moments of the day.

There's no launch control per se, but if you flatten the throttle, the turbocharged V6 will hold a few thousand revs, which are unleashed as soon as you drop the clutch. It's relatively easy to hook it up, then, but it pays to short-shift to second as the turbocharged power overwhelms the rears in first gear. This shuffling means the leggy Radical is the second slowest to 30mph, a situation it has improved considerably by the time it reaches 120mph, to which it is fifth quickest. This is the lowest-placed car without ABS, but pedal feel is excellent and retardation strong.

Launching a Porsche 911 Turbo S, meanwhile, could scarcely be simpler. You stand on the brake pedal and then rapidly apply some throttle. The clutch of the PDK 'box stays disengaged and the revs will sit at →



THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 19 YEARS



DMS CLS63 AMG (EVO AUGUST '14) "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER" DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM" DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2" DMS 135I (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL" DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING" DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYCLINDER DIESEL ENGINES UP TO

AUDI

AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT) AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI RS V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI S3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDI (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDI » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH) X5M / X6M » 618+ BHP 1M » 411+ BHP M3 E90/92 » 445 BHP (+DE-LIMIT) M135i/ M235i » 402 BHP M4/M3 3.0T » 520+ BHP M5 F10/M6 (STAGE 1) » 680 BHP M5 F10/M6 (STAGE 2) » 730 BHP F10 520D » 240 BHP F10 530D » 305 BHP 335i/135i/X6 » 370+ BHP (+DE-LIMIT) 123D » 252 BHP 316D/216D/116D » 160 BHP 318D/218D/118D » 225 BHP 330D E90 » 296+ BHP 320D E90 » 215 BHP 420i/320i/220i/120i » 275+ BHP 435i/ F30 335i » 390 BHP 438i/238i » 305 BHP 428i/328i » 295 BHP 535D / 335D / X5 SD » 355+ BHP 640D/335D/535D/435D » 390 BHP 0400/353D/353D/453D/ 370 BHF 730D » 305+ BHP X5 4.0D / 740D » 370 BHP X5 3.0D » 305 BHP X6 X5.0I 4.4 » 500+BHP X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ A200CDi/C200CDi/E200CDi » 175 BHP A250/C250 » 260 BHP A45/CLA45 » 420 BHP C300 HYBRID » 285 BHP A220CDi/C220CDi/E220CDi » 215 BHP C350/CLS350/E350/S350 » 315 BHP C4307/C450 » 420+ BHP C400 » 400 BHP '63' 5.5 Bi-TURBO ALL MODELS » 690+BHP '500' 4.7 Bi-TURBO ALL MODELS » 498+BHP \$65 (W222) » 780 BHP \$L65 BLACK » 720+ BHP (+DELIMIT) \$L65 AMG » 690 BHP (+DE-LIMIT) '55' AMG KOMPRESSOR » 580+BHP C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION) CL600 Bi-TURBO » 580+ BHP SLK55 AMG » 420+ BHP (+DELIMIT) 320 CDI V6 » 274 BHP 350 CDi V6 » 312 BHP 420 /450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE R ROVER SC 5.0 » 580+ BHP R ROVER 4.4 SDV8 » 395+ BHP R ROVER 3.0 TDV6 » 315+ BHP R ROVER 3.0 SDV6 » 345+ BHP EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE
997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
997 TURBO/GT2 » 670+ BHP 996 TURBO//GT2 » 600+ BHP 997 CARRERA S PDK » 400+ BHP 997 CARRERA S » 376+ BHP 997 CARRERA PDK » 368 BHP 997 CARRERA FDR » 368 BHP 997 CARRERA GTS » 435 BHP 997 GT3 UP » 436 BHP BOXSTER 3.4S » 336+ BHP CAYMAN S » 342 BHP MACAN 3.0D » 315 BHP CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP CAYENNE TURBO S 4.8 » 600+ BHP CAYENNE 4.2 DIESEL » 450+ BHP CAYENNE DIESEL » 315+ BHP PANAMERA TURBO » 600+ BHP PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC FERRARI CALIFORNIA » 487 BHP FERRARI 599 » 647 BHP FERRARI 430 » 525 BHP GALLARDO » 546 BHP LP560 » 608+BHP LP640 » 707 BHP HURACAN » 640+ BHP HORACAN » 640+ BHP

AVENTADOR » CALL FOR DETAILS

MCLAREN MP4-12C » 700 BHP

MCLAREN 650S » 720 BHP

MURCIELAGO LP640 » 707 BHP

MASERATI GHIBLI 3.0 PETROL » 470 BHP

MASERATI GHIBLI 3.0 PETROL » 400 BHP

MASERATI GHIBLI 3.0 DIESEL » 312 BHP MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

FOR ALL OTHER MPLEASE CALL US.

SALES@DMSAUTOMOTIVE



WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: **0800 030 5555** INT: **+44 800 030 5555** FOLLOW US FOR OUR LATEST NEWS







← 4000rpm. Release the brake and it fairly lets go. Because it's cold, there's a touch of slip, but with a 3.8-litre engine sitting over the back wheels, traction is the least of its issues. A 1.41sec 0-30mph time is faster than anything else by two-tenths.

Left in drive, it'll upshift itself rapidly, past 60mph in 3.01sec, the fastest of the day, although that's not an advantage it retains by the time it passes 100mph, at 6.67sec.

But it's under braking where the Porsche loses out. Not that it's a big criticism; only three cars here wanted less than five seconds to stop from 120mph and the 911 modestly asked for 5.08sec. It's good enough to put the Porsche fourth.

Those sub-5.0sec-stopping cars were all in the top three, and two of them weighed precious little. Third overall, then, is Caterham's 620R, fitted with a sequential gearbox that, like the Radical, needs clutch off the line but not afterwards.

The trouble with a 310bhp Caterham, though, is that, even after a couple of tyre-warming laps, traction is not a strong point. You ask for a few thousand revs, slip the clutch slightly to get away and there are two main probabilities: the rears light up, or the engine bogs down.

In between those two, you can get it about right, though, and the Seven will reach 30mph in a respectable 1.74sec and 60mph in an impressive





(given the conditions) 3.5sec. The manual sequential gearbox's lever – there are no paddles – wants a firm pull to engage the next gear, but the shifts are extremely fast if they're shoved through firmly.

Better, though, is the way it stops. Brake pedal feel is exceptional and all four wheels approach a locking point at the same time – so at 4.72sec, it's the second-fastest stopper here, a hundredth quicker than the Ariel.

The Atom, though, holds the advantage – and second place overall – because of the way it gets off the line. Thus is the way with Ariels.

There's no launch control on the supercharged Atom 3.5R, but it doesn't need it, such is the traction. On manual supercharged Atoms, the fastest way is a full-bore start in second gear, but such is the quickness of the gearshifts on the sequential manual 'box, with a pneumatic actuator for the diddy paddles, that it's no longer necessary. Only the 911 Turbo S (1.41sec) gets to 30mph quicker than the Atom (1.6sec), and by 60mph the Ariel has clawed back all but two-hundredths of that time, at 3.03sec.

Once, lightweight cars with small-capacity engines and poor aerodynamics would have run out of puff by 120mph, but the Ariel does it in 9.2sec, still three-tenths quicker than the 911. The brake bias needs winding a long way forward >









Just 4.39sec after applying the McLaren's pedal, you have stopped from 120mph a decelerative phenomenon

← to prevent the rear wheels from locking up, but once done, it stops well and the Ariel's overall time of 13.93sec is a full half a second quicker than the Seven 620R.

Even so, it's more than a second behind the quickest car here. Perhaps 0-100-0 would have been fairer on the Ariel after all, because it just can't live with McLaren's 650S.

That the McLaren is only rearwheel drive means its launch control is fighting a battle from the off, but once it has passed 60mph in 3.26sec, it is uncatchable; 100mph goes in 6.19sec – equal first with the Atom – and 120mph in 8.34sec, far quicker

than anything.

But it's the way the McLaren stops that marks it out as exceptional. Hit the left pedal and the air brake pops up, the 650S dives and thuds echo through its carbonfibre chassis as the brakes sweep off speed at an incredible rate. Just 4.39sec after applying the pedal, you have stopped from 120mph - a decelerative phenomenon that has to be felt to be believed. And one that contributes to the 650S's inaugural 0-120-0 titlewinning time of 12.73sec.

Maybe 0-121-0 next year, then? Sure, why not?

Only – I confess – I got to about 122.5mph in the McLaren before it started slowing down. So it has a bit to spare.



THE TIME SHEET											
CAR	0-30	0-60	0-100	0-120	REACTION	120-70	70-0	120-0	OVERALL	RANK	WITHOUT
McLaren 650S Spider	1.62	3.26	6.19	8.34	0.62	2.01	2.38	4.39	13.35	1	12.73
Ariel Atom 3.5R	1.6	3.03	6.19	9.2	0.21	1.87	2.86	4.73	14.14	2	13.93
Caterham Seven 620R	1.74	3.53	6.84	9.83	0.54	1.85	2.87	4.72	15.09	3	14.55
Porsche 911 Turbo S	1.41	3.01	6.67	9.56	0.66	2.14	2.94	5.08	15.3	4	14.64
Radical RXC500	2.01	3.74	7.28	9.91	0.27	1.96	3.19	5.15	15.33	5	15.06
Nissan GT-R Track Attack	1.63	3.46	7.65	10.94	0.16	1.99	3.01	5.0	16.1	6	15.94
Jaguar F-Type R AWD	1.62	3.72	8.58	12.14	0.13	2.13	3.09	5.22	17.49	7	17.36
Mercedes A45 AMG	1.67	4.13	9.92	14.92	0.29	2.17	3.12	5.29	20.5	8	20.21
Ford Mustang V8 GT	2.35	5.02	11.49	16.31	0.52	2.3	3.05	5.35	22.18	9	21.66

MARANELLO AGAIN, OLD FRIEND

In 1988, this very Ferrari Testarossa starred in an Autocar comparison and just happened to be owned by the father of **Andrew Frankel**, who takes it for a blast after tracking it down 27 years later

PHOTOGRAPHY LUC LACEY

ack in 1988, testing a Ferrari in Britain was up there with cracking time travel, proving Fermat's last theorem and anyone other than McLaren winning a grand prix: theoretically feasible but almost impossible aims. Back then, Ferraris were imported by Inchcape, whose PR agency took pride in ensuring what it regarded as the grubbier elements of the fourth estate – the motoring press, mainly – were kept as far as possible from its products.

Take its flagship, the Testarossa. It had come out in 1984, but four years later we'd had not one whiff of its 5.0-litre flat 12 motor. Its reputation said it was a bit of a duffer: quicker but uglier and less involving than the Boxer it replaced. But we didn't actually know.

Now you must forgive a small, self-indulgent digression, because it is central to this story. I joined Autocar in June 1988 and by July the editor had already realised his mistake. You won't find my name in any magazine published at the time because, as said editor was kind enough to point out, "I'd only have to take it out again". I was sinking fast and needed a lifeline, something to make me indispensable to Autocar, for long enough for me to figure out where I was going wrong. And this car, this actual car, was that lifeline. In short, my dad had a Testarossa.

He let us borrow it because he recognised I was already in the Last Chance saloon and about to fall off my bar stool. I'd like to say the resulting story about an Exmoor encounter with a Lancia Delta



In 1988, this Testarossa battled a Lancia Delta Integrale

Integrale did the trick, but I didn't even write it. But I did drive both cars, crashed neither, showed I was at least not incompetent behind the wheel of a genuinely quick car and therefore provided some grounds for keeping me. So this car saved me.

It was another former Autocar employee,
Ben Oliver, who 27 years later alerted me to its
reappearance. He spotted an ad on the Graypaul
Classic Cars website, name-checking my father
and asking £185,000 for the car − a lot even these
days. So I rang Graypaul's Robin Simpson, who
said that after my father had sold it to Graypaul,
having done a few thousand miles in it, they'd sold
it to a man who kept it as an ornament for a quarter
of a century. In its 28 years, the car has done
just over 8000 miles, most of them with various
Frankel backsides behind the wheel. Apart →





What it was like to own a Testarossa

TO HIM, it was the trip of a lifetime. My father bought the Testarossa as a semi-retirement present to himself. In place of the daily grind, he bought a share in a small business in the north of England and the grand plan was to use the Ferrari to travel maybe once a month between there and where he lived in Jersey.

But first he had to get it home. So he flew to Italy, collected the car from Maranello and, pausing only for the obligatory lunch in the Cavallino, set off for home. A stickler for obeying running-in instructions, he was still able to cruise at more than 100mph in the early stages and then, after a few gratuitous detours took the mileage past 1000, rather more than that, for hours on end.

I then used it for our feature, after which it did briefly become his commuter car before he realised that, even in 1988, sitting in heavy traffic on the M1 isn't much fun whatever you're in. It was also the era of Thatcher's bull market, where any new Ferrari was a rapidly appreciating asset. Graypaul made him an offer he felt unable to refuse and the Testarossa was gone, never to be seen again. Or so I thought. AF

← from the £8k Graypaul spent getting it road ready again, it was as I'd last seen it in 1988. Could I borrow it for a few hours? It would be a pleasure.

It was odd seeing it there. Even now, it is the only Testarossa I have sat in. Yet I remembered it all, my fingers automatically finding the door handle under those dramatic side strakes, how to open the bonnet and engine cover, where to find the fly-off handbrake and how to adjust (rake only) the threespoke steering wheel. I remembered also that when the gearbox oil is cold, you use second only with a slow double-declutch shift or, ideally, not at all.

In its day, the Testarossa was criticised for being so wide as to be barely usable, but it's about the same width as a 458, and few have complained about that. Now it feels almost compact and visibility is superb for a mid-engined car. The steering lock is





The 5.0-litre flat 12 is one of the greatest engines ever

This time around, the Testarossa could simply be enjoyed for its sound, looks and character



Ride quality is astonishing by the standards of today's stiffly sprung supercars; it still feels properly quick at speed



One last time: Frankel rekindles 27-year-old memories

exceptional and luggage space is vast. This would be a very easy car with which to live.

But I'm here to drive, and one twist of the key brings it all flooding back. Old-school Bosch mechanical injection ensures the engine fires instantly on all 12, so smooth there could be 24 in there. It's not a true 'boxer' flat 12 any more than was the Boxer's, because opposing pistons move in the same rather than different directions. It's actually a 180deg V12. It has four overhead camshafts and 48 valves, but only 390bhp, just half what the F12tdf has today on only 1.3 litres more.

Its civility still surprises. For culture and class, I'm not sure this engine has ever been beaten, but you'd be amazed by how quiet it is. And the Testarossa's ride quality would boil your brain. The old Ferrari breathes with every undulation in the road.

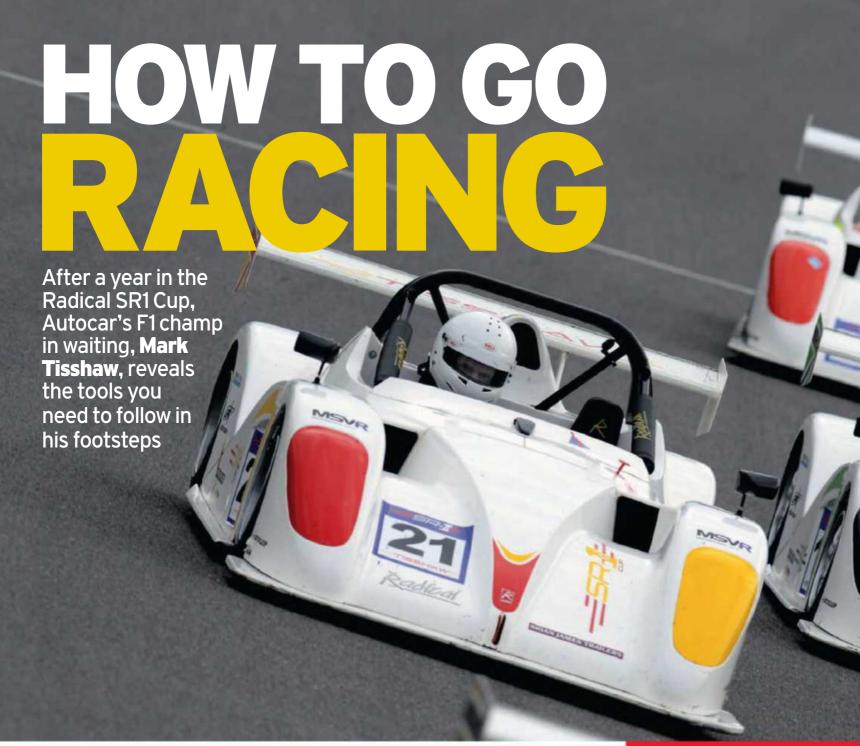
But does it still feel fast? Not at first. At low speeds, it feels rapid but no more – top-of-the-range Boxster pace at best, even if you use most of the 6800rpm it permits. What it retains is that weird old Ferrari ability to feel quicker the faster you go. Above about 80mph, it seems to break free from unseen shackles that have hitherto held it back. And, yes, here it still feels properly, exhilaratingly fast. This is a wide-open-space kind of car. To find such a road and row it along in third and fourth, savouring the scrape of that fabled open-gate gearshift, is to unearth a form of motoring pleasure lost to those who drive today's supercars.

This is not a world defined by numbers, be it a Nürburgring lap time, a 0-100mph sprint or maximum recorded lateral g force. It's about feeling the road surface replicated in the rim of the steering wheel, engine noise not synthesised in some semi-anechoic laboratory but the combustion chambers of one of the greatest road car engines of all time. It's about your right foot being the only traction control you're going to get, adhesion limits you can actually understand and, above all, you being in control and on the stage, not sitting in the stalls bedazzled by a pyrotechnic light show in whose creation you played no part.

Back in 1988, my boss, the late Howard Lees, wrote about this very car: "The Testarossa emerged as a much better road car than I had been led to expect. It has towering performance, perfect manners and very good visibility; all that talk of it being too big is sheer nonsense. It's a car of genuine quality, worth every penny of £90,000."

At the time, I rather wished he'd been somewhat more fulsome in his praise, but now I think his words were fair enough. Even then, it wasn't one of the greatest supercars and wouldn't now make it onto anyone's list of the top 10 Ferraris of all time. But it was a good car, and I know that now because only good cars mature with age. Without exception in my experience, bad cars just get worse.

And this time around, the Testarossa wasn't just good; it was wonderful. With no need to prove itself any more, it could simply be enjoyed for its sound, looks, character and superbly relaxed attitude to the open road. I always knew this would be a day to enjoy, but not until I'd handed it back in the almost certain knowledge that I'll never see it again did I realise it would also be one to remember.



y debut season as a driver in the Radical SR1 Cup ended exactly how it started: facing the wrong way halfway around the first corner of the race. But this time it wasn't my fault. Honest.

Unlike at the Silverstone curtainraiser, where I was too eager on cold tyres, at Brands Hatch I was taken out in a pile-up caused by someone else struggling with the same issue.

That was that for the year, then. So after a season in a low-cost, entry-level championship for amateurs, here are some words of wisdom on how to (or how not to) follow in my footsteps and get yourself on the grid in 2016. Go on, you won't regret it.

TAKE IT ALL IN

The SR1 Cup is a straightforward, stress-free way to go racing. You hand over £37,500 (plus VAT) and you're

given an SR1 in return, a machine that's anything but amateur.

It weighs 480kg, is built around a spaceframe chassis and is yours to keep. Power comes from a 185bhp 1.3-litre four-cylinder Suzuki engine. It has a proper aero package, produces real downforce and can go from 0-60mph in 3.6sec and reach a 138mph top speed. Serious stuff.

Your money also gets you a race licence, a race suit, two pre-season tests that include practice race starts, a competitive pre-season track day and entry into all four rounds of the championship. There's also a spares truck and Radical experts on hand to help on the race weekend – or rather the race day, given that qualifying and the two races all take place on the same day to help keep costs down.

So when I say take it all in, all you have to do is take the plunge, hand over the cheque and then turn up.

SEEK HELP

I mentioned above that there are Radical experts on hand to help you improve throughout the season. Make good use of them.

I attached myself to experienced Radical racer Roger Bromiley, and together we pored over hours of data and footage of my driving from the on-board cameras to analyse where I was going wrong and help me to go faster. Roger's advice was often worth seconds a lap. Don't be afraid – or too proud – to ask for help.

BUILD EXPERIENCE

Time in the car is crucial. It's intimidating to drive a race car for the first time – something I discovered when I spun the SR1 at the first corner of my first Snetterton test. So make sure you maximise track time and test days to get the most out of the car. It's the archetypal











TISSHAW'S RESULTS SILVERSTONE GP RACE **QUALIFIED FINISHED** 1 8th 13th 2 7th 6th **OULTON PARK GP** RACE **QUALIFIED FINISHED** 10th 1 6th 2 10th DNF **SNETTERTON 300** RACE **QUALIFIED FINISHED** 1 5th 8th 2 7th **BRAND HATCH GP** RACE QUALIFIED **FINISHED** 1 9th 9th 2 9th **DBF CHAMPIONSHIP POSITION**

easy-to-learn, difficult-to-master car.

It takes confidence in both yourself and the machinery to keep pushing, to know that you can brake later, turn in harder and get on the gas earlier.

You'll also have to get used to downforce, a wonderful thing that lets you take quick corners (70mphplus) faster than feels right. There's a limit, of course, but to find it, you must stop thinking "What if I can't go around the corner that fast?" and instead think "What if I can?". Another thing to understand is tyres and what they're telling you; a new set can be worth seconds a lap.

You'll have to learn your racecraft, too. For example, knowing when to attack an opponent or when it's best to sit back and wait for them to make a mistake is something that only comes with experience. There were certainly plenty of gung-ho rookie errors from car 21 this season.

No sport can match the intensity of being wheel to wheel with others at more than 100mph and with no margin for error. If you love the competitive nature of playing sport, you will love motor racing. It's the hardest sport I've ever experienced and also the most addictive. I might need some cream for that bug bite.

WHAT HAPPENS NEXT?

You can compete in the SR1 Cup for two seasons. After that, you can equip your SR1 with a dry sump and slick tyres and race in a mixture of sprint and endurance races against the big boys in the Radical Challenge. I've had a go on an SR1 on slicks, at which point it becomes even faster and more fun to drive, and it really progresses your driving. You can also take part in the Radical Festival at Spa in Belgium, or trade up to a

bigger, faster SR3 to progress up the racing ladder. Appetite whetted yet?

CHEQUERED FLAG

So what is it like to go racing? It's addictive, fast, challenging, exciting and competitive. It's sometimes terrifying, it occasionally hurts and is frequently frustrating but always rewarding. And, yes, anyone can do it and get up to speed pretty quickly.

The SR1 Cup is simply a great way to start your racing career. There's no faster rookie championship in the UK, nor one that offers such an all-encompassing package of racing and support for the cost. On a human level, you'll meet some great people along the way who race hard but fair and always shake your hand and have a laugh afterwards in parc fermé.

If Radical is foolish enough to let me back on the grid next year, I'll hopefully see you there. <a>A

Mercedes CLA Shooting Brake

Mercedes miniaturises its 'added grace and space' estate concept

MODEL TESTED CLA200 CDI Sport Shooting Brake 7G-DCT

- Price £29,225 Power 134bhp Torque 221lb ft 0-60mph 10.1sec 30-70mph in fourth 10.3sec
- Fuel economy 53.0mpg CO₂ emissions 106g/km 70-0mph 58.7m

he CLA Shooting Brake is the fifth model in Mercedes-Benz's compact range, all based on the front-drive platform that underpins the A-Class hatchback. Like the saloon version, the CLA wagon is intended to offer buyers an extra-powerful hit of the design flair that originally made the larger CLS so popular. A similar trick seems to have worked for the CLA, with its maker rating the model's launch as one of the best in recent years, particularly in the United States, where small 'sedans' are generally preferred over hatchbacks. The UK doesn't share the same

WE LIKE Distinctive styling ■ Rounded ride and handling ■ Plenty of usable boot space





Dowdy old halogen reflectors for Sport trim. AMG Sport upgrades them to bi-xenons, with washers thrown into the bargain. DRLs are by way of Mercedes' familiar LED eyebrows.



 Single louvre is the most recognisable part of Merc's current front end, although it changes with trim levels; Sport gets a silver-painted one, AMG Sport goes for gloss black.



 Sport cars' beltline strips are chrome; AMG Sport gets gloss black.
 Subtle difference, but noticeable on the Shooting Brake with its dramatically tapering glasshouse.



 Interestingly, as standard, all trim levels bar the full-blooded CLA45 AMG get 18in wheels, albeit in different designs. See the OrangeArt model for the most eye-catching ones.

predilection, but it does tend to look favourably on small estates, and as a niche oversubscribed with mainstream workhorses, the implied luxury of a dashing Merc could be the ideal fix for those with slightly deeper pockets and two pedigree dogs to walk. Increased practicality, of course, is the pith beneath the shiny body, so the manufacturer singles out the Shooting Brake's increased spaciousness in comparison to the standard CLA as the substance on which to build a rational buying case.

It is this car's mixture of space, style and affordability that Mercedes is selling as new and, while Audi



would disagree, it might have a point. The CLA was no ordinary compact premium player in the first place. The car is actually longer than the previous-generation C-Class, as well as significantly longer than many

of its hatch-based rivals – and that advantage in visual presence may help to convince buyers who pause to consider what else the model's £26k starting price could buy them.

At that entry level, the estate comes with a 1.6-litre petrol engine and a manual gearbox. Mercedes' Sport and AMG Sport trims will bulk out the majority of sales, with its 2.1-litre diesel engine (in 200 and 220 CDI forms) taking the spoils. Fourwheel drive is available too, most prominently in the CLA45, a 375bhp super-wagon. That's for another day, though. Here, we drive the 200 CDI in its most affordable guise.

DESIGN AND ENGINEERING

★★★☆

Coldly considering the Shooting Brake from its spec sheet is not the most helpful way to understand what it is. Like the CLA saloon that spawned it, the car doesn't quite measure up in terms of segment positioning, by which we mean it's too big and too expensive for one class and possibly a little too mediocre underneath for another. Better, then, to forget how you might characterise the model and simply >

WE DON'T LIKE Rear cabin still pokey ■ Variously flawed powertrains ■ Typically high Mercedes pricing





 Rectangular twin-pipe exhaust finishers, in polished stainless steel, look more classy than sporty, albeit sufficiently racy to appear on upperlevel variants as well.



 Rear quarter window and D-pillar give the Shooting Brake its distinctive profile. From the back, it's clear how much distinctive muscle Mercedes has designed into the body surfacing.



 The shoulder line dictates the shape of the rear clusters. The manufacturer describes their teardrop shape as 'elegant arrowheads' – or 'droopy 4am squint', as one tester preferred.



 Rear spoiler completes the elongated contour of the roofline and also contains all the car's aerials.
 Useful to know when attempting to keep that Shooting Brake shape clean.

ON THE INSIDE

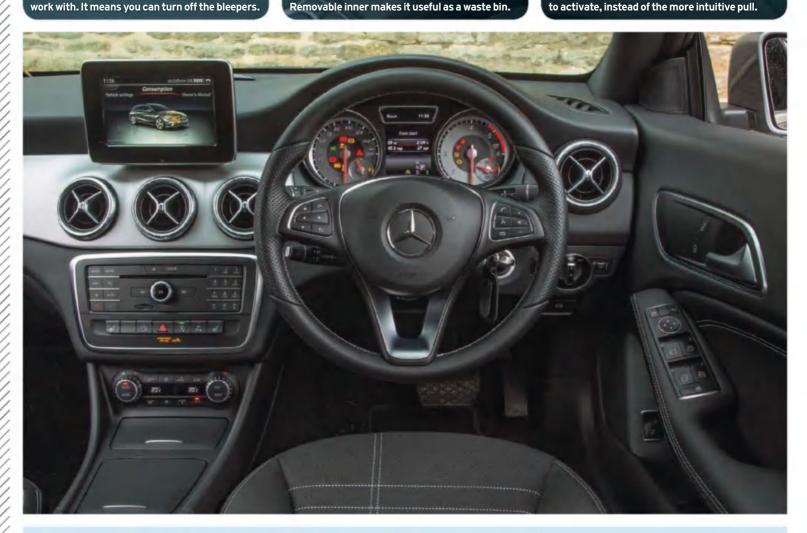






Removable inner makes it useful as a waste bin.

 Material quality is good; ergonomics are mixed.
 Parking brake hides by your right knee. It's push to activate, instead of the more intuitive pull.





MULTIMEDIA SYSTEM

It's not often we get a chance to test a Mercedes that isn't fitted with its full-house Comand multimedia navigation system, but the CLA Shooting Brake afforded one. In entry-level Sport trim it gets Merc's six-speaker 'Audio 20 radio/CD' set-up, which sounds powerful and clear enough for most purposes. The Bluetooth phone connection is easy to establish but only produces averagely good call audio quality.

The infotainment system works through a rotary controller and a 7.0in free-standing display on the dashboard. Our test car

had Mercedes' Garmin Map Pilot navigation system fitted - a reasonably priced solution (£495) with decent but not outstanding graphics, if a little slow to render.

The usability of the system is a tad confusing; the rotary controller is mainly only useful for the nav menus and won't allow you to navigate away to the radio and phone screens.

Upgrading to the Comand Online system is pricey at £1870, but it gets you an 8.0in control display, live traffic information and access to internet radio and social media channels via bundled apps. DAB digital radio is another £420.

← decide whether you like its looks.

And that is what Mercedes intends you to do. A C-Class estate, after all, is slightly bigger, more sophisticated and only modestly more expensive, but it has a more conventional shape. Mercedes wants the CLA to make sense less than it wants you to simply want one. That decision made typically on the basis of the plunging D-pillars used to great acclaim on the CLS - Mercedes will furnish you with the facts to back it up.

Several of these are no-brainers. A wagon's profile means that the Shooting Brake's back-row occupants should get 40mm more head room compared with the CLA saloon, while rear access is a little easier because the doors are slightly bigger. Load space swells too, with 495 litres (a quoted capacity five litres superior to that of the C-Class) now on offer with the rear seats up and 1354 litres in total with them down.

Underneath it all, the front-drive architecture is carried over from the saloon, as is the MacPherson strut front suspension and the multi-link rear. The suspension is available in three different tunes: comfort, lowered comfort and the lowered sport springs of Engineered by AMG $trim. \, Opting \, for \, anything \, other \, than \,$ straight comfort means a 15mm drop at the front axle and 10mm at the rear - a fate our test car was mercifully spared. No matter which set-up you choose, every CLA comes with Mercedes' Sports Direct Steer variable-ratio electric power steering.

Like the saloon, the Shooting Brake comes with either a 1.6 or 2.0-litre four-cylinder petrol engine or the 2.1-litre diesel unit, subdivided into 134bhp or 174bhp for the 200 $\,$ CDI and 220 CDI respectively. The latter comes only with the 7G-DCT dual-clutch automatic gearbox (an option on the otherwise six-speed manual 200 CDI). The 220 CDI is also the only diesel offered with Mercedes' 4Matic all-wheel drive system, which sends torque to the back axle via a rear mounted multiplate clutch when it deems necessary.

INTERIOR



Given that the Shooting Brake shares its wheelbase and overall length with the CLA saloon and isn't likely to match a more conventional wagon on outright boot space due to that steeply raked tailgate, we should first address how much estate car >



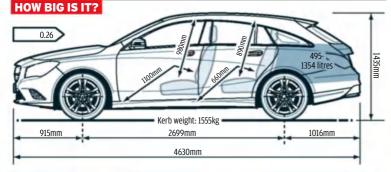
 Squeezing in between the B-pillar and steering wheel can be tight, but cabin space up front is adequate and the steering column adjusts generously.







Load bay is very accessible – aided by a standard powered tailgate – and big on length. Tapered opening could make loading bulky items difficult, though.

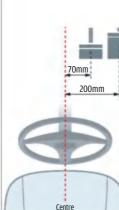


VISIBILITY

Closeness of the B-pillar limits over-shoulder view, but forwards view is good - and likewise that to the rear.

HEADLIGHTS

Entry-level Sport cars get halogens as standard; they are respectable on brightness and range. AMG Sport cars get bi-xenons.



WHEEL AND PEDAL ALIGNMENT

Right-sided bias of the

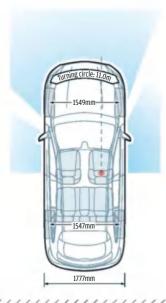
pedal is wide and well

accelerator pedal may be

noticeable, but the brake

placed. Steering wheel has

to be placed a little too high for comfort for a clear view of the instruments.



ON THE ROAD

←there really is on offer here.

Front-row occupant space is certainly competitive but, moving backwards, our tape measure recorded 660mm of typical rear leg room and just under 900mm of second-row head room. The latter is particularly disappointing, given the 40mm gain claimed by Mercedes compared with the CLA saloon (which measured up almost identically for us on head room).

Regrettably, the difference made to the CLA's passenger-carrying abilities is negligible. Integrated headrests and pronounced bolstering for the outer seats makes the back row useful for two occupants only – and smaller occupants at that. Once you're in, larger adults will find the car tighter on both knee room and head room than plenty of conventional five-door hatchbacks in the compact premium class.

But looking at the cargo bay will give prospective CLA Shooting Brake owners better news. Outright volume

is about 100 litres shy of the estate car norm, at 495 litres with the seats in place and up to the window line. But that bald statistic actually does little to describe the usable space available. Compared with, say, a Volvo V40 hatchback, the CLA Shooting Brake provides an additional 250mm of loading length behind the seatbacks. The car's tapered hatchback and consequently narrow loading lip could make accommodating bulky items tricky, but there's good boot width inside it, while 60/40 folding rear seatbacks split conveniently in order to make optimal throughloading space in a right-hand drive car (which you don't get, incidentally, in an Audi A3 Sportback).

The rest of the CLA Shooting Brake's cabin is carried over mostly unchanged from the saloon. You get slightly narrow but comfortable sports seats as standard and some appealing design touches such as red-accented instrument needles, wave-look silver fascia trim and feature air vents. The car's driving position is good, save for a minor pedal offset, and its material quality levels are high.

PERFORMANCE

After our 2013 road test of the CLA220 CDI saloon granted a chance to get to know the car in higher-output diesel form and on lowered springs, we now have a chance for a more pragmatic combination to demonstrate its mettle.

The CLA200 CDI uses a detuned version of the same 2.1-litre diesel engine as the C220, and it betrays that relationship the instant you start it up through equally poor mechanical refinement. Clattery from the outside and unusually gravelly and uncouth from behind the wheel, the Shooting Brake's engine fails to make the sophisticated first impression that owners may be

expecting of it. In that respect, opting for a lower specific output than in the C220 gets you nowhere with this car. And for us, the diesel's coarseness only serves to underline the need for Mercedes to invest in an all-new family of compact and economical four-cylinder diesel engines as soon as possible, in order to keep pace with its German and British-built rivals.

Move off and your perception of the car improves. However noisy that engine seems, it is at least decently smooth, with little in the way of vibration in evidence through the seat and controls. Outright performance levels are respectable, with our 10.1sec 0-60mph time recorded in wet conditions and Mercedes' 9.9sec 0-62mph claim, however undistinguished, looking achievable in the dry.

The car's diesel engine offers a broad tranche of peak torque and, although it doesn't rev as keenly as some, is flexible and potent enough at high revs for comfortable overtaking.

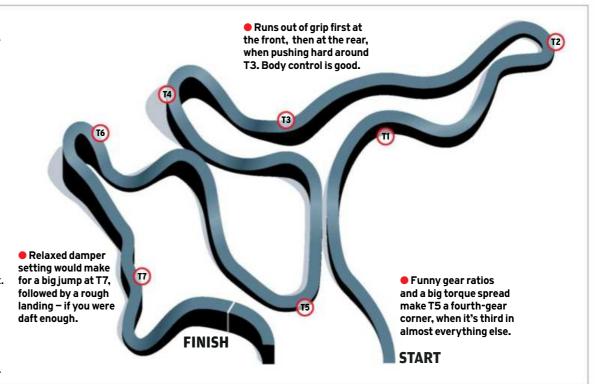
TRACK NOTES

Hard driving only serves to confirm the impression the CLA Shooting Brake gives at lower speeds: that it doesn't need firmer or shorter suspension springs, or bigger wheels and tyres, to retain its dynamic poise.

Carrying big speeds into corners leads you to find the limit of the car's lateral grip levels before it runs out of body control – although even here, the car retains decent cornering balance. It turns in keenly, rolling just enough to transfer its mass helpfully to its outside rear wheel and arcing in a balanced fashion from apex to exit rather than running wide.

The odd spacing of the ratios in the car's gearbox means you'll need one downshift fewer than you might first expect for any given corner or gradient. Happily, the transmission gives them up fairly freely in manual mode — provided you don't ask it to shift within 800rpm of the redline.

The car's ESP system is a little overactive, as is the norm from Mercedes, but it functions well enough.



ACCELERATION

Mercedes-Benz CLA200 CDI Sport Shooting Brake 7G-DCT 13deg C, damp

Standing quarter mile 17.8sec at 81.1mph, standing km 32.1sec at 102.9mph, 30-70mph 9.6sec, 30-70mph in fourth 10.3sec



Volvo V40 D3 (2012) 14deg C, dry

Standing quarter mile 16.9sec at 83.2mph, standing km 30.9sec at 105.1mph, 30-70mph 8.7sec, 30-70mph in fourth 11.4sec



BRAKING 60-0mph: 3.41sec









It's heartening to find a more balanced dynamic compromise on the CLA's baseline comfort settings

But Mercedes' optional sevenspeed dual-clutch automatic gearbox seems an unflattering fit for it, just as it seemed two years ago for the C220 saloon. Although adequate and functional under modest throttle openings, it flounders once you ask it to operate briskly, being slow to engage at initial step-off, slow at times to kick down and managing its clutches quite abruptly.

The gearbox is better in manual mode, although even here the unintuitive spacing of its ratios can trip you up, while it can be downright trying with its hesitancy when manoeuvring. It wastes few opportunities to remind you that it's incapable of changing gears as smoothly as you could yourself – which is surely the cardinal sin of any two-pedal transmission.

RIDE AND HANDLING



The CLA Shooting Brake, like its four-door sibling, offers comfort, lowered comfort and lowered sport suspension tunes, fitted as standard to entry-level, mid-level and top-level Engineered by AMG trim levels respectively. And given that we found the lowered comfort tune skittish and uncompliant when we sampled it on the CLA saloon, it's heartening to find a more balanced dynamic compromise here on the range's baseline comfort setting.

While it still has its shortcomings, the CLA's ride is much more supple, and its handing more natural, thus configured. The damping is fairly gentle, just as it should be for a bias towards refinement, and allows its wheels plenty of vertical travel when absorbing bigger lumps and bumps in the road without disturbing the body too much. Body roll is distantly present in the handling mix but doesn't prevent the car from steering crisply and cornering with poise.

Those standard 18in rims feel a size too big for the car at times, causing the suspension to thump over sharper edges and making for notable road roar over coarser surfaces. But they also grant a nicely judged lateral grip level, which is sweetly balanced between the axles.

Mercedes fits its variable-ratio Direct Steer steering set-up to the CLA as standard. It is a passive system that becomes more direct off-centre. We've found it a mixed blessing in stiffer-sprung, bigger-tyred applications, but in the entry-level Shooting Brake's case it didn't feel so woolly or drowning in power assistance as it has elsewhere, instead allowing weight to build helpfully with lateral load and communicating grip levels well.

The upshot of all of this confirms what we've long suspected about Mercedes' new-generation compact cars: that they're at their rounded best and most enjoyable on the road in unadulterated specification, and that they are lowered, stiffened and endowed with larger-diameter wheel rims at considerable cost.

BUYING AND OWNING



Whether you consider the Shooting Brake's pricing to be canny or cockeyed will likely depend on how much you like its looks. As with the saloon, most examples will be sold in either Sport or AMG Sport trim.

The car tested had 18in alloys, park assist, rain-sensing wipers, cruise

control, sports seats and automatic dual-zone air-con as standard. With the automatic gearbox, the 200 CDI starts on the high side of £29k – a sum that would almost stretch to an Audi A4 estate or BMW 318d Touring, and with a C-Class wagon only a couple of grand dearer.

Dip your toe back into hatchbacks and the choice is even broader. Not only could you have almost any diesel Volkswagen Golf estate you wanted (ditto the Audi A3 Sportback), but the handsome new Golf Alltrack – with its standard all-wheel drive versatility – would also be within reach. The same could be said for the Volvo V40 D4, a car with the added benefit of a class-leading oil-burner.

The 200 CDI trails in the Volvo's wake on fuel economy, although its 106g/km CO₂ emissions figure and 68.9mpg combined claim are respectable quotations as far as they go – which is not tremendously far, given that our test car's True MPG average finished up at 53.0mpg, representing a 23% reduction in claimed economy. That lands the CLA Shooting Brake with what could be called middling running costs – for a premium price. →

MERCEDES CLA200 CDI SPORT SHOOTING BRAKE

On-the-road price £29.225 Price as tested £31.210 Value after 3yrs/36k miles £14,325 Contract hire pcm £343 51 Cost per mile 51.5p Insurance/typical quote 24/£685

EQUIPMENT CHECKLIST

18in alloy wheels in Himalaya Grey Active Park Assist with Parktronic Powered tailgate Rain-sensing wipers Cruise control with speed limiter Part-leather sports seats Dual-zone climate control 7.0in infotainment system with six-speaker audio **Mountain Grey metallic paint** £660 **Reversing camera** £300 **Heated front seats** £300 Privacy glass £230 **Garmin Map Pilot navigation** £495 Options in **bold** fitted to test car

RANGE AT A GLANCE

= Standard na = not available

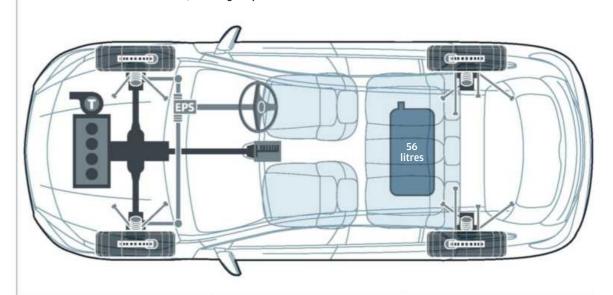
ENGINES	POWER	FROM
1.6 180 Sport	120bhp	£26,030
2.0 250 AMG	215bhp	£32,130
2.1 200 CDI Sport	134bhp	£28,050
2.1 220 CDI Sport	174bhp	£30,930
2.0 45 AMG 4Matic	376bhp	£43,510

TRANSMISSIONS

7-spd dual-clutch automatic

TECHNICAL LAYOUT

Mercedes' compact car platform, shared with the A, B and GLA-Classes, imposes a transverse engine and in-line manual or dual-clutch automatic gearboxes and either front or four-wheel drive. The Shooting Brake's body is identical on length, width and wheelbase to the CLA four-door, but marginally taller.



ENGINE Installation

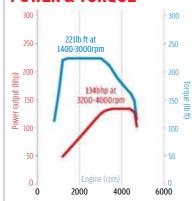
mountain	rionit, transverse,
	front-wheel drive
Туре	4 cyls in line,
	2143cc, diesel
Made of	Iron block,
	aluminium head
Bore/stroke	83.0mm/99.0mm
Compression ratio	16.2:1
Valve gear	4 per cyl
Power	134bhp at
	3400-4400rpm
Torque	221lb ft at 1400-3000rpr
Red line	4800rpm
Power to weight	86bhp per tonne

Front, transverse

142lb ft per tonne

63bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1555kg/na
Drag coefficient	0.26
Wheels	7.5Jx18in
Tyres	225/40 R18, Continental
	ContiSport Contact 5

Repair kit

Spare

TRANSMISSION

Type 7-spd dual-clutch automatic Ratios/mph per 1000rpm 1st 3.86/4.2 2nd 2.43/6.7 3rd 2.67/10.5 4th 1.05/15.4 5th 0.78/20.8 6th 1.05/26.8 7th 0 84/33 5

Final drive ratios 4.6:1 (1st, 2nd, 4th, 5th), 2.65:1 (3rd, 6th, 7th)

ECONOMY

TEST (TRUE MPG)	Urban	47.1mpg
	Extra-urban	58.8mpg
	Average	53.0mpg
CLAIMED	Urban	58.9mpg
	Extra-urban	78.5mpg
	Combined	68.9mna

Tank size 56 litres **Test range** 653 miles

SUSPENSION

Torque to weight

Specific output

Front MacPherson strut, coil springs, anti-roll bar Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electromechanical, rack and pinion Turns lock to lock 2.4

11.0m Turning circle

BRAKES

Front 295mm ventilated discs 295mm ventilated discs Rear Anti-lock Standard, with Brake Assist

CABIN NOISE

Idle 45dB Max revs in third gear 72dB 30mph 62dB 50mph 66dB 70mph 68dB

ABS, ESP, HBA, Collision Prevention Assist Plus Euro NCAP crash rating 5 stars (2013; saloon) Adult occupant 91%, child occupant 75%, pedestrian 74%, safety assist 81%

EMISSIONS & TAX

106g/km CO₂ emissions Tax at 20/40% pcm £93/£185

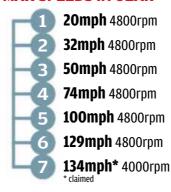
ACCELERATION

MPH	TIME (sec)	
0-30	3.7	
0-40	5.3	
0-50	7.6	
0-60	10.1	
0-70	13.3	
0-80	17.3	
0-90	22.4	
0-100	29.7	
0-110	39.4	
0-120	-	
0-130	-	
0-140	-	
0-150	-	
0-160	-	

ACCELERATION IN GEAR

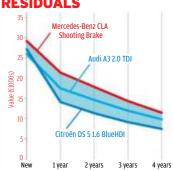
MPH	2nd	3rd	4th	5th	6th	7th
20-40	-	3.2	4.8	-	-	-
30-50	-	3.8	4.5	6.3	-	-
40-60	-	-	4.8	6.4	8.1	-
50-70	-	-	5.8	6.8	8.7	11.9
60-80	-	-	-	7.6	9.7	13.7
70-90	-	-	-	9.2	11.3	16.3
80-100	-	-	-	12.9	12.8	-
90-110	-	-	-	-	-	-
100-120	-	-	-	-	-	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 7th at 70/80mph = 2090/2388

RESIDUALS



Strong RVs should mitigate the CLA's high price somewhat for both fleet users and private buyers.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the CLA Shooting Brake, contact Mercedes-Benz. LVL Ltd. Delaware Drive, Tongwell, Milton Keynes MKIS BBA (08081 565 635, mercedes-benz.co.) Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance onus living in Swindon; quote from Liverpool Vict quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swind 5161, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including mainte

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

No 5243

Mercedes CLA Shooting Brake

AUTOCAR VERDICT ★★★★☆

Inventive and handsome but not such a pretty thing to drive



he CLA Shooting Brake feels like a good idea in need of better execution. Plugging the gap between the hatchback and estate with something better looking and more desirable than either is niche product design everyone can get behind. A similar tack produced the superb CLS Shooting Brake, but here – not least due to a below-par engine and gearbox – is something alternative and appealing on the face of it but undercooked underneath.

With more elegant, alluring styling, more balanced and rounded handling and a more supple ride, this car answers some the criticisms we had of the CLA saloon – but not enough of them. Like its four-door sister car, it fails to offer competitive passenger space – and, while fairly frugal, it is much too unrefined and undistinguished on performance to justify its lofty price tag.

It gets a warmer welcome to our rankings than the CLA saloon, then, but only by half a star.

TESTERS' NOTES



NIC **CACKETT** I prefer the Shooting Brake's 'old'

infotainment controller to the new one installed in the C-Class. Glossily intuitive it isn't - vet I found the air didn't turn nearly as blue while inputing directions into the sat-nav.



MATT **SAUNDERS** It'd take me a long time to get used to

Merc's 7G-DCT gearbox. Around town, it's as if first and second gears hardly exist. You're in third before 20mph has come up - wondering, for the most part. why you're not simply travelling more quickly.

SPEC ADVICE

Stick with Sport trim and comfort suspension, although with the 220 CDI almost two full seconds quicker to 62mph and very nearly as efficient, we'd pay the £1430 premium for the higher output.

THE FACELIFT

Revisit the lower intermediate ratio spacing and the shift logic in the auto 'box. Quieten down that

engine. A lot. Make some more second-row

passenger space.



Model Price Power **Torque** 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every new car, p76



VOLKSWAGEN
Golf Estate 2.0 TDI GT DSG
£26,885
148bhp at 3500rpm
236lb ft at 1750rpm
8.9sec (claimed, to 62mph)
134mph
61.4mpg
1454kg
120g/km, 22%

Desirable, solid, flawlessly laid out and good to drive. Trumps the Merc on boot space, too.



AUDI
A3 S'bck TDI 150 Sport S troni
£25,965
148bhp at 3500rpm
251lb ft at 1750rpm
8.3sec (claimed, to 62mph)
135mph
62.8mpg
1395kg
119g/km, 21%

Quality cabin and peppy engine. A disinterested drivers' fave; low added practicality.



VOLVO
V40 D3 R-Design Lux G'tron
£28,655
148bhp at 3750rpm
236lb ft at 1750rpm
8.4sec (claimed, to 62mph)
130mph
74.3mpg
1561kg
99g/km, 17%

Another one that's more hatch than wagon. Not spacious but frugal and slick to drive.



MERCEDES-BENZ CLA200 CDI Sport S'ing Brake £29,225 134bhp at 3400-4400rpm 221lb ft at 1400-3000rpm 10.1sec 134mnh 68.9mpg 1555kg 106g/km, 19%

Eye-catching design, only averagely good execution. Big boot, tidy handling.



308 SW 2.0 BlueHDi GT auto £26,845 178bhp at 3750rpm 295lb ft at 2000rpm 8.6sec (claimed, to 62mph) 135mph 68.9mpg 1425kg 107g/km, 19%

Lacking kerb appeal, but strong powertrain and roomy boot make up the shortfall.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

A concept to kill for

Vicky Parrott's opinion about Bond cars hits the nail on the head (Blog, 31 October). On the one hand, it's great to boost the brand image by having a car play such a big role in a huge film, but on the other hand it would be crazy to put them into production, as Parrott points out. Perhaps it's best that the cars remain concepts.

In Jaguar's case with the C-X75, the manufacturer should concentrate on high-margin mainstream products such as the XJ replacement and another small sports SUV. Plus possibly a two-door coupé of the XE or XF, as real-world 'halo' models, to compete in the market against rivals such as the BMW 4 Series and 6 Series.

Also, Parrott cites the Jaguar C-X75 as being a modern XJ220, but to me it looks a modern XJ13.

Donald MacKay

Inverness



NEW BULB OR BUST

As the clocks change and bring darker evenings, I am reminded that the fashion for driving with just one working headlight is still with us.

My own record of one-eyed sightings on my short 20-mile commute is no less than 32 vehicles in one trip, including one HGV, a bus and an ambulance.

I suppose the difficulty of changing a bulb on a modern car, plus the lack of police enforcement, must both contribute to this disturbing trend.

Luckily, a good few drivers helpfully put their front foglights on in clear conditions to counteract their headlight deficiency. It's cheaper than replacing a bulb, I guess.

A vehicle with just one headlight can easily be mistaken for a motorbike, with potentially tragic consequences.

Guv Mavlam

via email

INSPIRATION FOR INFINITI

While in Lisbon, I came across the press launch for the new Infiniti Q30.

My first thought upon seeing the car in the metal was how different and fresh it looked, fitting in particularly well in the seafront area of Lisbon.

How disappointing, then, to come home and find that the review only gives the car three and a half stars (First Drives, 4 November).

When will manufacturers such as Infiniti truly understand that to compete with the likes of BMW and Audi, they have to pull out all the stops?

Lexus has never really managed, and Volvo has only just got the hang of it.

My advice? Take a leaf out of Jaguar's book and throw everything you've got at it. Then, like the XE and XF, you'll lead the class.

Nick Chapman

Hereford, Herefordshire



Infiniti must try harder to beat its rivals

VW HAS NO MARGIN FOR ERROR I don't understand VW's strategy in the aftermath of the emissions scandal.

Is it looking to demonstratively say "we're really sorry" by creating a new greener-than-green image, or is it looking to stay afloat as a trading group of companies by reducing costs and focusing on its most profitable areas? It seems that it's doing neither.

Are EVs and plug-ins really what most buyers currently want? Canning high-prestige models to appear humble is a foolhardy strategy if these are the highest profit margin endeavours.

Now it is trying to achieve more with less, or at least give the impression it is going to be doing more. Is this where the money is? VW must be careful not to get on the road to going bust.

Patrik Askert

via email

COMMON NONSENSE REVISITED

So Angus MacEachran will not buy a VW product because of the emissions scandal (Your Views, 28 October).

The common-sense view is that lots of corporations may cheat if it pays to do so and they think they can get away with it. So what MacEachran is saying is that he prefers to buy from a manufacturer that has not been found out for whatever it has done to one that has been found out.

This would be a sound decision if being

AUTOCAR What you're saying on autocar.co.uk

£200k Range Rover to fight Bentayga

Should it be a Range Rover that takes the fight to the Bentayga? Something with a Jaguar nameplate might be a better fit.

A reskinned Range Rover styled along the lines of an extralarge Jaguar F-Pace could be a winner. The Range Rover brand is most capable of commanding a £200,000 price tag.



I'm more interested in the new Defender, I'm still holding out hope for a replacement that's true to the Defender moniker. Will86

The Bentavga is a huge opportunity for Jaguar Land Rover to move the next Range Rover even further upmarket.

TBC





smart at risk assessment meant you make better cars.

Ruppert's common-sense view (Deals, 14 October) is to ignore the scandal and buy the best car for your needs, although in his case - and mine - it means buying about fifth-hand, not new.

Roderick W Ramage

Coppenhall, Staffordshire

ABSENT AMPERA

The news from Vauxhall over the past few weeks has been encouraging. The new Astra has taken some steps up the ladder to compete with the Ford Focus and Volkswagen Golf ('Vaux Pops', 7 October), and the three new SUVs look promising (News, 28 October), but how can they make such a fundamental mistake with the Ampera?

I saw the new Chevrolet Volt during a visit to the US and, as a current Ampera owner, I can say it's an improvement

on an already exceptional vehicle.

I don't understand why it's not being imported to Europe. The decision leaves Vauxhall almost alone among Europe's mainstream car makers in not having an electric or hybrid model in its range.

I would be interested to hear from GM Europe on its reasoning behind this crazy decision, and, in the light of the current diesel crisis, how they now feel about that choice.

Andy Latham

via email

ATTRACTIVE ALFAS

In reply to Simon Grice (Your Views, 28 October), I agree the Alfa Romeo 156 maybe started a trend for hidden rear door handles, but luckily Alfa gave it up with the 159 and now the Giulia. Incidentally, all are good-looking cars and much better off without that fad.

Graham Lillis

ROUGH RIDER

It's about time your road tests included an objective measure of ride quality. Speed, acceleration, noise and space have all been comparable between road tests for years. Why not ride quality?

It can't be beyond the wit of a test facility to come up with a 'jiggleometer' or similar. Perhaps you could use a Citroën 2CV as the benchmark and grade everything better or worse than that.

I am constantly disappointed by the ride quality, and road noise, of new cars. Until things improve, my wallet will stay hidden and I will continue to enjoy my 1995 Toyota on its 70-section tyres.

Mark Pollard

via email

Ride quality is a key element on all the cars we test. We may not quantify it with a numerical value, but we always detail how the ride compares with other cars in the class - DR

Inside the magazine - on sale 25 November



Audi vs Porsche New R8 is faster than the 911 Turbo, but does that make it better?



FIRST DRIVE **Seat Ibiza Cupra** Refreshed hot hatch has a new 1.8-litre turbo engine. We try it



Mitsubishi's plug-in rally car Why the Outlander PHEV is going cross-country rally racing



Mini Clubman Does bigger mean better? Our expert testers assess Mini's new estate

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI

CITROEN

FIAT

FORD **FOCUS** FORD

JAGUAR

LAND ROVER









t's easy to be cynical about cars like the Porsche Panamera S E-Hybrid. There's simply no way, for example, that a vehicle of this size and weight can get anywhere close to its official fuel economy in the real world. It's green by Porsche standards, but it's not about to save the planet.

Indeed, the fact that one in four Panameras sold in the UK is a hybrid is as much down to the tax breaks - and the ability for companies to write off the entire first-year cost of the vehicle

- as any real-world environmental credentials. When all's said and done, it's a potentially cheaper way for company owners to get themselves into an interesting, high-tech, luxurious and (whisper it) rapid saloon. Cynical or not, after six months in one, we can see the appeal of that.

To recap, the Panamera S E-Hybrid has a 3.0-litre supercharged V6 petrol engine producing 328bhp and 324lb ft, and an electric motor with 94bhp and 228lb ft. Combined, the powertrain produces 410bhp and 435lb ft between 1250rpm and 4000rpm. Depending on which of the car's modes you select, you can let it decide whether to kick in the electric motor and switch off the combustion engine, or force the petrol unit to run to top up the batteries.

You can even experience the slightly odd sensation of driving a behemoth of a five-door (it's five metres long, for Pete's sake, and is more than 300kg heavier than a regular Panamera, at 2095kg) in pure electric mode. Porsche claims it can do this for about 20-odd miles - enough, you assume, for you to use the EV setting to drive through any city centre that's decided to clamp down on anything with a working exhaust.

You pay for all this, though. The standard price of a Panamera hybrid is £88,401 - and it doesn't take many options to send it rocketing up from that figure. Our car, specced by Porsche, had a fetching metallic paint scheme and gloss black alloy wheels that split opinion throughout the office (some



Not flawless, but does a fine job of flicking the V6 on and off without you realising it.



Four adults can sit in real comfort. Beautifully finished and solidly built.



Feels built for ludicrous

autobahn speeds. Impressively stable.





Gloss black wheels gave it a 'drug dealer' look; didn't help road noise, either.



Takes a hit due to hybrid tech, but a car this big should have a larger boot.



MAZDA

MAZDA

MCLAREN

MERCEDES-BENZ

PORSCHE

RANGE ROVER

RENAULT

SKODA

SKODA

SSANGYONG

SUZUKI

VOLKSWAGEN































Matt Burt















thought they were cool, others that they made the car look like it was owned by your friendly neighbourhood stockist of illicit substances), plus superb sports seats and a few other extras, taking the final total to £93,498. Again, you can see why so many company owners decide to buy the hybrid instead of a GTS or a diesel.

Picking up a Panamera feels pretty much like picking up your Cayenne Turbo or a 911 GT3 RS (I assume). You get a half-day course at Porsche's **Experience Centre at Silverstone** thrown into the deal - a chance to feel, on a billiard table-smooth race circuit, how the different modes of the car's standard air suspension stiffen things up when you want to press on. It handles about as well as you can expect a 2.1-tonne car to handle, although the outright performance never quite feels like it's matching the claimed 0-62mph time of 5.5sec. It's brisk, not rapid.

Where the Panamera comes into its own is on motorways. That excellent

We appreciated the deftness with which the system cuts the petrol engine in and out

body control keeps things supremely composed at higher speeds, and the beautifully finished cabin does the rest. With the long bonnet stretching out in front of you, it's embarrassingly easy to cross continents - helped by a huge fuel tank that means you only have to start thinking about looking for a filling stations every 550 miles or so.

Here's the surprise, though: while the chassis did all of the basics well, the hybrid powertrain itself was equally impressive. Sure, another 50 miles of pure EV range would be welcome. But once staffers accepted that they weren't going to thump down 30 miles of motorway in silence, they quickly learned to appreciate the deftness with which the system cuts the petrol engine in and out. At 50mph, you'll need to look at the needle to tell it's happening,

such is the smoothness of the whole operation. Only excessive road roar lets the side down on refinement. If I were to spec my own hybrid. I'd keep it on the sensible standard 19in alloys instead of our car's 20s.

It won't surprise you to learn that, sure enough, we didn't get close to the official economy figure. Indeed, the shortfall - 34mpg compared with the official average of more than 90mpg could well be the largest yet recorded in the Autocar long-termers section.

But I think our average was skewed by a couple of leadfoots who took the car on long journeys to France and Germany. My own experience was that with prodigious charging at either end, a 30-mile commute containing 20 miles of motorway and urban crawls at either end could be achieved with 50mpg or

TEST STARTED 21.4.15

PORSCHE Panamera S E-Hvbrid

Mileage at start	2053
Mileage at end	10,024
PRICES	
List price then	£88,401
List price now	£89,327
Price as tested	£93,498
Dealer value now	£73,135
Private value now	£70,710
Trade value now	£67,213

Black 20in wheels £3134, adaptive sports seats £2276, LED headlights £1907, metallic paint £851, Sport Chrono Package £576, Universal Audio Interface £224, online services £129

CONSUMPTION AND RANGE

Claimed economy	91.Impg	
Fuel tank	80 litres	
Test average	34.1mpg	
Test best	52.3mpg	
Test worst	25.9mpg	
Real-world range	600 miles	

TECH HIGHLIGI 5 5sec

·	0.0000
Top speed	168mph
Engine	V6, 2995cc, supercharged
	petrol, plus electric motor

Max power (combined) 410bhp Max torque (combined) 435lh ft 8-spd automatic Transmission 335 litres 9.5Jx20in (f), 11Jx20in (r) Wheels

255/40 R20 (f), Tyres 295/35 R20 (r)

Weight 2095kg UNNIN Contract hire rate £1250 CO2 71g/km £1181.91 **Fuel costs** Service/other costs Cost per mile 14.8p Depreciation £26,285 Cost per mile inc dep'n £3.43

None PREVIOUS REPORTS

13 May, 27 May, 17 Jun, 22 Jul, 12 Aug, 2 Sep,

7 Oct. 21 Oct

more. I couldn't help being grudgingly impressed by that.

Indeed, that's probably my overall impression of the Panamera S E-Hybrid. In lots of ways - outright performance, mainly - it doesn't do quite enough to feel like a true Porsche. However, it makes up for this in other areas, such as a luxurious cabin that's beautifully built (there wasn't even the hint of a creak at 10,000 miles) and technology that delivers refinement in the real world.

Is it a tax-break car, then? You bet it is. But if I were in the position where I could take advantage of this loophole and end up with one of these in my company car park space, I'd give it serious consideration. HM Revenue & Customs isn't exactly known for its generosity. It'd be impolite to refuse. john.mcilroy@haymarket.com

FREE G3 professional body starter kit worth gad

When you subscribe to Autocar today

THE KIT INCLUDES

- Scratch Remover Paste (150ml)
- Resin Superwax (500ml)
- Bodywork Shampoo (500ml)
- Applicator Waffle Pads

CALL 08448 488 816

Calls cost 7 pence per minute plus your phone company's access charge



Print only

13 issues for just £31.99

- FREE GIFT
- NEVER miss an issue
- SAVE 35% on
- the cover price
 FREE P&P every
- issue delivered direct to your door
- EXCLUSIVE subscriber-only offers and discounts



Add digital for an extra £5.50 every 13 issues

(quote M1115B)

- ACCESS any where, any time
- SAVE 58% on the cover price
- FREE P&P
- every issue delivered direct to your door
- PLUS all the benefits of a print subscriber



TERMS & CONDITIONS: This offer is open to UK residents only. Calls cost 7 pence per minute plus your phone company's access charge. Overseas rates are available on +44 (0) 1795 592 972. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift; there is no cash alternative. If you subscribe to a bundle offer, you will be emailed instructions on how to access your digital subscriptions within 24 hours of your order being processed. Direct Debit rates are valid for one year, after which they are subject to change; should prices change, we will linform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period. However, you will still have the right to cancel your Direct Debit in accordance with the Direct Debit Guarantee. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer, we resure the refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer, we resure the refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer, we resure the refundable, other than in each other than in each of the subscription offer, we resure the refundable, other than in each other than in each of the subscription offer, we resure the refundable, other than in each other than in each of the subscription offer, we resure the refundable, other than in each other than in each of the subscription offer, we refundable, other than in each other than in each of the subscription offer, we resure the refundable of the subscription of the subscription of the subscription offer, we refundable,

OUR CARS



Mileage | 5145 A harsh winter wouldn't bode well for our misty-windowed pocket rocket

hen the new Corsa came out at the start of the year, plenty of noise was made about a new heated windscreen being offered. It's what the customers asked for, apparently, after complaints that the old Corsa was too slow to demist.

I mention this because it's a clear illustration that, for the most part, the new Corsa is an updated version of the old car. There was certainly no chance to change something as complex as the heating system's plumbing.

So that means you still only have to sing along to a song on the radio and the whole front cabin steams up before you even get to the chorus. It's not that the car is too slow to demist; it's that it steams up so much in the first place.

It's a good thing, then, that the heated windscreen does its job. So when





the screens are clear and you can get on with driving the Corsa VXR, what's it like? Well. it's much like the old one.

I only had a paragraph first time out for some initial driving impressions and noted that the ride, on standard suspension, was more supple than I was expecting, having heard about the firmness of Corsa VXRs fitted with the optional Performance Pack.

Having now spent more time in the VXR, I think I need to qualify that statement: the suppleness becomes more evident the faster you go. In town the car crashes around, but find a fast B-road and it feels more compliant and involving. Body control is impressive at higher speeds, too.

The powertrain is also be a mixed bag. On damp autumn roads, the Corsa VXR can be spinning its wheels even in third gear as it tries to get the power down. It's a strangely endearing trait — and hardly surprising with more than 200bhp going through the front wheels — but not at all sophisticated. In the dry, the VXR is as quick a hot hatch as you're ever likely to need, with a power delivery that's linear and approachable. On the right road and in the right conditions, the Corsa VXR can be a real hoot.
Fingers crossed for a mild winter.

mark.tisshaw@haymarket.com

Vauxhall Corsa VXR

Price £17,995 Price as tested £19,190 Economy 34.2mpg Faults None Expenses None Last seen 21.10.15



Mileage 5214

"What. Is. That?" Mrs Holder's tone of voice was not welcoming. With a month to go until her own new car (a Renault Zoe) arrives, I had put her 07-plate Ford C-Max up for sale. With the marks of a well-used kid carrier and finished in the sort of light metallic blue no one

has ever dreamed of owning, I was pleasantly shocked to sell it within 24 hours – if not so pleasantly surprised to find the buyer has tutored herself in 'how to haggle' advice from our sister brand What Car? How could I argue?

Anyway, with an interim car now required, I borrowed the Celerio and

took it home. It's so charming, sprightly and spacious that you can't help but fall in love with it, but doing so requires some time behind the wheel. As the indignant face before me reaffirmed, and with apologies to the design teams back in Japan, it isn't a car that you look at and immediately want.

Fast forward 24 hours, however, and, my, how her tune had changed. And that, I think, sums up the Celerio experience. Was I smug? A little. But the fact is, this is not only a worthy car but also an extremely capable one that, on pure objective assessment, is within a whisker of the very best – and perhaps ahead if your budget is set low. Standouts include the peppy engine, which returns a remarkable 60mpg-plus, and the interior space, which is a fraction bigger than that in the VW Up.

In particular, it's a deeply impressive town performer, even for a mum with two kids and masses of stuff to lug about. It's just about big enough for all that, while still being small enough to fit into every gap you want to squeeze through. It keeps up with stop-start traffic in a reasonably refined way and its light steering, while short on feel, makes manoeuvring into the tightest spaces pretty simple.

It's a hard slog converting people to the Suzuki's charms one by one, but on this evidence it certainly deserves a bigger audience.

jim.holder@haymarket.com

Suzuki Celerio SZ3 Dualjet

Price £8499 Price as tested £8929 Economy 61.9mpg Faults New fuel computer, sporadic misfire Expenses None Last seen 28.10.15



Inclusion. Comfort. Safety.

You Can Have It All.

NEW Euro 6 Diesel Automatic

Brotherwood® 'Carete'

Wheelchair Accessible Ford Tourneo Connect



Brotherwood® Conversion Features:

- · Inclusive, Central Wheelchair Location
- 59" / 1498mm Internal Headroom
- · Flat, Level, Lowered Floor
- STORQ Self-Tensioning Restraints
- Up to 4 Passenger Seats (inc. Driver)
- · Optional PAWRS Powered Restraint System
- 5 Year Conversion Warranty (retail purchase only)



Brotherwood® Wheelchair Passenger Cars

Engineered to enable inclusive, comfortable and safe travel for the whole family.

Contact Us Today

To request a brochure pack or book your FREE, no-obligation home demonstration online at Brotherwood.com freephone 0808 250 8808



ned Home Demonstrations



Nation Serv



feefo **

Made in Great Britain



BROTHERWOOD'





Mileage 8895 Potential rivals are failing to lure the NX's keeper away from his Lexus

e get to try a lot of different cars in this trade of temptations, which makes returning to one's own long-term test car sometimes a difficult business.

However, recent drives in some new SUVs that might be seen as potential rivals to our Lexus NX - such as the BMW X1, Hyundai Tucson and Volvo XC90 - have done nothing to convince me that I like any of them any more than our car, however impressive one or two of them are in one or two areas. The Volvo, in particular, is noticeably better to drive than the car it replaces, but it does feel unnecessarily large, unlike the Lexus, which, despite its spacious interior, never feels intimidating to drive.

Our car is ageing well, too, with no signs of wear after nearly 9000 miles, whereas a drive in our long-term Range Rover Sport came as a bit of a shock. It had seemed quite likeable as a driving tool on first acquaintance, but its leaden steering made me wonder about the state of its tyres and their pressures, and that transmission lag is still so bad that you could drive a horse and coaches through it.

This talk of transmissions means, I'm afraid, I'm going to bang on again about





the NX's eCVT hybrid drive system, because, along with the car's stiff ride. it's an area that attracts criticism. I know I should be concentrating instead on its brilliant front seats, or its useful 360deg rear-view camera and lashings of safety equipment, not to mention its neat sound system, exquisite build quality and capacious boot. I know, too, that I've mentioned the transmission before, and everyone must by now be aware of what this clever system does, if

> not exactly how it does it. But, you see, my wife recently acquired a 2003 Honda Jazz with a CVT gearbox, and I can't help but compare it with the Lexus. The two cars are obviously a world away in their aims the Jazz is a modest urban runabout and the NX a BMW-busting, leatheredup premium player - but what has surprised me is how much more sprightly the old Honda feels away from a standstill, and how

its transmission makes less fuss than the Lexus's. Floor the throttle and the ancient Jazz can beat almost anything in an urban sprint up to, say, 30mph, whereas the NX has to lift up its considerable skirts before its engine positively roars into life. (There is, in these situations, no chance of accelerating on electric power alone.)

Hondas of all types are two a penny in my part of Surrey, supported by some strong local dealerships, but I'm now seeing a growing number of NXs, too, and I can see why it's popular. It looks especially striking in white or electric blue. People comment favourably to me on its looks, and its associations with the fashionista Will.i.am are probably enough on their own to make it a good proposition for many, however many tempting rivals it actually has.

mark.pearson@haymarket.com

Lexus NX300h Premier

Price £42,995 Price as tested £44,640 **Economy 32.9mpg Faults None** Expenses None Last seen 28.10.15

THE LOG BOOK



Range Rover Sport

Mileage 23,897 Last seen 20.9.15 I've had a few tests in large SUVs recently, and I'm struck by how much better visibility is in the Range Rover Sport. The squared-off edges, high seating position and large glass area give the driver an intuitive sense of the car's size that rivals struggle to match. That's an invaluable advantage when squeezing down a tight street between parked cars. JH



BMW M4

Mileage 10,898 Last seen 28.10.15 After a rubber-smoking photo shoot, I knew the M4's rear tyres were marginal and wanted to send them off in style before replacing them (at a cost of £683.18). But then the autumnal rains came, the roads started getting the sketchy side of 'exciting' and I had to swap the tyres over before that opportunity came. Looking at what I removed, it wasn't a moment too soon. DT



Ford Mondeo

Mileage 10,522 Last seen 4.11.15 After spending time in a number of other cars while mine was having its dented doors replaced, I've realised that the Mondeo's infotainment system can be a bit long-winded at times, especially when using the sat-nav. It requires a lot of screen poking to get your route dialled in. and I've used others that are more streamlined and intuitive. LL



t's funny being a dinosaur, especially a motor industry one. The more that things are done differently – or digitally, it seems – the more they stay exactly the same. I was intrigued to read that a company was offering used cars "delivered to the door" with 150 checks performed and a 14-day money-back guarantee.

Although the service is being launched about now, it has been around since the spring. Oh, and the company is called Carspring, although I didn't ask why. Not that it ever matters these days. Witness eBay and Amazon.

Carspring's founder, Max Vollenbroich, says: "Today, e-commerce is king, but the second-hand car market has struggled to evolve with the digital age in the way we've seen happen in most other sectors." I met Max and he is a jolly nice chap.

On the face of it, what they're doing is very traditional. They will buy cars from people like you and then check them over and sell them back to people like you. What they aim to cut out is the annoying bit: the car showroom. So all you have to do is click on the car you like the look of, pay and then a few days later someone drives or trailers it to your door. If you don't like it, there is a 14-day money-back guarantee.

To quote their press material directly: "The company says it wants people to think of it as their 'car concierge' service that can steer them through the plethora of models on offer, wade



through the jargon and cut through the confusion of pricing and hidden costs."

The concierge approach always works for the time-poor, cash-rich among us, but it could be problematic when there is a £1500 starting point. Max told me they check the car thoroughly and the AA is going to be involved soon, so that's all very reassuring. Under the latest consumer legislation, that's the least it should be, and surely there

You click on the car you want, pay and then someone drives it to your door. There's a 14-day money-back guarantee







BANGERNOMICS BEST BUYS



READER'S CAR: JAGUAR XJ8

Dr Lee Jones bought this 76,000-mile, 1998 Jaguar XJ8 18 months ago for £600. There was a catch, though. "It had stiff steering," Lee says. "A service involving a new power steering pump, new steering rack and a few other bits was done for about £900.

"It has fancy gold alloy wheels and cream leather. There have been no MOT test advisories. The only expenditures have been tyres and services. It has provided faultless, classy motoring since. A keeper."

SEND YOUR BANGERNOMICS TALES TO JAMES

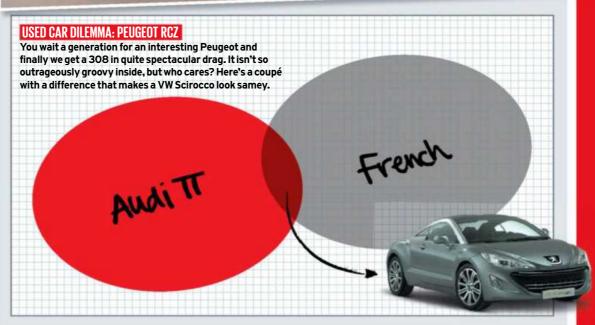
Twitter: @Bangernomics Email: james@bangernomics.com



are distance-selling regulations to be considered as well. At the moment there aren't many cars to look at: 60 a few months back and around 90 now.

Carspring might be on to a winner by selling your car. They agree a fixed fee. Then they send a mechanic to inspect the car and take care of the entire sales process, without the need for buyers turning up on your doorstep. What's more, the company will buy the car if it doesn't sell on the website within 30 days. Of course, it all depends on how much the car is being sold for.

Sounds rather a good deal, but terms and conditions obviously apply. This needs to be scaled up rapidly to work or just be a niche service. Depends how long the money lasts, I suppose.



Three is the magic number >

Whether you want a three-seater or a vehicle with three wheels, **Mark Pearson** has some enticing suggestions, priced from £3k to £6m

McLaren F1 (1992-1998)

When we first tried this three-seat supercar, we called it the finest driving machine yet built for the public road, and many think it still is.

Ex-Formula 1 designer Gordon Murray created this 240mph, lowweight, high-tech rocketship. The driver sits in the middle, because that's the best place to be, and the two passengers sit either side. Power comes from a midmounted 617bhp 6.1-litre BMW V12 that shoots the F1 from zero to 100mph in just 6.3sec. It goes, it stops, it corners, and it does it all faster than just about anything else.

The F1 cost £540,000 new. Today you'll need at least £6 million, but, shared between three people, that might not be so bad.



Matra Murena (1980-1983)

What the delightfully wide and deliciously low three-seat Murena lacked in speed it made up for in sensual gratification.

It replaced the equally fruity Bagheera and retained that car's three-in-a-row seating layout, with the driver on the left of the passengers (or on the right, in a few cases) in a stylish, if cosy, interior.

The higher-powered of the two

engine options was a 118bhp 2.2-litre mid-mounted four, which pushes the Murena from 0-60mph in 8.8sec and on to 122mph. Cornering is impressive, with little pitch or roll. It even rides well.

Only 10,000 examples were made, but if you're happy with left-hand drive, there are plenty available on the Continent, priced from around £4k.

Morgan 3 Wheeler (2012-present)

A tricycle with two wheels at the front and one at the rear is an infinitely more stable affair than one with the layout reversed. Keep the centre of mass low and it can also be remarkably civilised.

Morgan showed how this could be done as far back as 1912. Its threewheelers subsequently inspired many more modern interpretations and prompted the Malvern firm to bring out a new version of its own in 2012.

Powered by an 80bhp 2.0-litre V-twin, this 3 Wheeler is a faster and more chunky affair than the original but retains its low-flying, chocks-away spirit. It dispatches 0-62mph in 8.0sec and attacks corners with aplomb.

A good second-hand one will be £25k.



DEALS





Piaggio MP3 (2006-present)

Encounter so much as a wet leaf midbend on your motorbike and you will be sliding down the road on your leather-clad rump. Trikes that have two wheels at the rear don't have this problem, but they can't thread through traffic like an ordinary motorcycle can.

Enter the Piaggio M3. With two tilting front wheels, it dispenses with the

dynamic disadvantage of the dicyclic vehicle while preserving the agility of the monotrack. The latest 500cc model comes with a CVT and a 5.0sec 0-62mph time. Top speed is 90mph. It handles well, and even hardened motorcyclists admire them. Classed as a tricycle, it can be ridden with a standard car licence.

Buy second-hand from around £3k.

Bond Bug (1970-1974)

Early Bond Minicars were low and light two-stroke affairs, but the 1970s Bug was a much more fashionable thing.

Ogle Design's Tom Karen, who also did the Reliant Scimitar, penned the Bond Bug's sharply styled body. Driver and passenger enter via the pull-forward canopy.

Underneath, a 29bhp (31bhp if you can find the ES model) 700cc Reliant

in-line four propels the lightweight Bug to 78mph. Steering is two-turns-lock-to-lock quick and the turning circle just 24ft. However, with its single front wheel, it's only really stable when driven in reverse. It's a hairy experience – slightly uncivilised but definitely involving.

For the full tangerine dream, put your flares on and go and buy one now for between £4k and £8k. Groovy, baby!



NEW CARS

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

Inherently dangerous/unsafe.
Tragically, irredeemably flawed.
Appalling. Massively
significant fallings.
Very poor. Fails to meet any
accepted class boundaries.
Poor. Within acceptable
class boundaries in a few areas. Still

not recommendable. ★★☆☆☆ Off the pace. Below average in

nearly all areas.

Acceptable. About average in key areas, but disappoints.

★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.

★★★☆
Good. Competitive in key areas.

Very good. Very competitive in key areas, competitive in

secondary respects.

Excellent. Near class
leading in key areas, and in some
ways outstanding.

Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

	Make and Model Price Blup CO ₂ g/Am Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Вир	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group
	ABARTH 500 3dr hatch Good value hot hatch, in Esseesse frim	4.7 V8 S 5.9 V12 S	£110700 £15000			1.4 TFSI 150 SE ACT 1.4 TFSI 150 Sport ACT	£22785		112 21	4.2 V8 RS4 2.0 TDHe 136 SE	£56595 £28900		249.41
	if's great fun to drive	DB9 VOLANTE 2dr open				1.4 TFSI 150 S line ACT	124935		114 24	2.0 Tole 136 SE Technik	£29900		116 23
	1.4 T-Jet £14285 133 155 26	dynamically	***		D. Park	1.4 TFSI 150 e-tron	£35340		37 29	2.0 TOH 163 UTE ra SE	629620		114 27
	500 CONVERTIBLE 2dropen Open top hot hatch, has a softer ride than the tin-top car ★★★☆	5.9 V12 DB9 2dr coupé Enchanting l	E14199 ooks but u			1.8 TFSI 180 quattro Sport 1.6 TDI 110 ultra SE	£27450 £21485		149.27 89.17	2.0 TOI 163 Ultra SE Technik 2.0 TOI 177 S line	£31040		114 Z7 126 Z7
	1.416v Turbo T-Jet £16005 133 155 27	Manual the best	***	this	10	1.6 TOI 110 ultra SE Technik	£22275	108	89 17	2.0 TOI 177 Black Edition	£33250	175	126 28
	ALFA ROMEO	5.9 V12	E13199			1.6 TOI 110 Sport	£22885		105 17	2.0 10l 177 quattro SE	£31180		139 27
	MITO 3dr hatch Classy, well egupped and cheap. No	VANQUISH 2dr coupé A fit roads. Looks the business, foo	msa saper			1. 6 TOI 110 S line 2. 0 TOI 150 SE Technik	125035 123585		107 18 108 23	2.0 TOI 177 quattro SE Technik 2.0 TOI 177 quattro 5 line	£32480 £34035		139 27
	dynamic beschmark ★★★☆☆	5.9 V12	£18999			2.0 TDI 184 Sport	£25505	175	112 27	2.0 10t 177 quattro Black Edit	£34810	175	139 28
	0.9 18 TwinAir 105 Distinctive £16160 100 98 13 0.9 18 TwinAir 105 OV Line £16910 100 98 13	AUDI				2.0 TDI 184 quattro Sport 2.0 TDI 184 S line	128415 127655		127 26 114 28	3.0 TOI 245 quattro Black Edit A4 ALLROAD 5drestate R			154 34
	1.4 140 Winir ICT Distinctive £17710 138 124 19	All 3dr hatch Ann's answer to	the Hmi. I	un and	retined	A3 CABRIOLET 2dropen	Ameasar				aggee-1A-1	MT. E	ikey
	1,4 140 Wair TCT OV Line £18460 138 124 20	***				the usual sacrifices make it hur h		**		2.0 TFSI 225 quettro	£34515		164 33
	1.4 170 M'Air O'Verde £20300 168 139.26 1.3 JTDm - 2.85 Distinctive £16745 94 90 11	1.4 TFSI 125 Sport 1.4 TFSI 125 S line	£16730 £18725		115 21	1.4 TFSI 150 S line 1.4 TFSI 150 SE	£26125		118 26 116 24	2.0 TDI 177 quattro 3.0 TDI V6 245 quattro	£32680 £38265		153 27
	1.6 JTDm-2 120 D'tive S-S £17910 118 114 19	1.4 TFSI 150 S line	£19520	148	112 25	1.4 TFSI 150 Sport	127525	148	116.25	A5 5dr sportback Refined for	ir door cor	ipe, bi	ut short
	1.6 JTDm-2 120 GV Line £18660 118 114 20	2,0 TFSI 23I 51	£25420		162 33	1. 8 TFSI 180 S line Au	£32895		133 29	on charm or finesse	***		
	GIULIETTA 5dr habch Stylish, rewarding family habch. A new eta for Alfa * 大大会会	1.6 TDI 116 SE 1.6 TDI 116 Sport	£15430 £17405		92 19 92 19	1. 8 TFSI 180 Sport Au 2.0 TDI 150 S line	£30745 £31125		133 29 115 27	1.8 TFSI 170 Black Edition 1.8 TFSI 170 SE Technik	£32615 £29900		136 Z7
	2.0 JTDN 175 Excl. TCT £25840 148 110 20	1.6 TDI 116 \$ line	£19400	114	97 19	2.0 TDI 150 SE	127575	148	113.24	2.0 TOI 136 ultra	£28195	138	117.23
	2.0 JTDM 175 OV Line TCT E27590 148 110 20	Al 5dr sportback Rear door			to an	2.0 TDI 150 Sport	£28975		113.25	2.0 101 136 ultre 5 line	£32265		117 24
	1.4 TB 120 Progression £18450 118 149 16 1.4 TB 120 Distinctive £19700 118 149 16	attractive package 1.4 TFSI 125 Sport	£17350		118 21	1. 8 TFSI 180 Sport 1. 8 TFSI 180 quattro Sport	129265 132225		140.29 154.29	2.0 TOI 136 ultra SE 2.0 TOI 136 ultra SE Technik	£39435 £31385		109 21
	1.4 TB Wult ir 170 Distinctive E21200 168 134 23	1.4 TFSI 125 \$ line	£19345	123	119 21	1. 8 TESI 180 S line	E31415	178	140 31	2.0 TBI 150	E30100	148	127 24
	1.4 TB Huttiair 170 Excl. £22950 168 134 23 1.4 TB Huttir 170 Ex ive 101 £24245 168 121 23	1.4 TFSI 150 S line 2.0 TFSI 231 S1	£20140		112 25	1, 8 TFSI 180 quattro 5 line 2, 0 TFSI 300 quattro 53	£34415 £39245		157 32 165 42	2.0 TOI 150 Black Edition 2.0 TOI 150 S line	£35935 £34980		131 24
	1.4 TB Multir 170 Ex'live 1CT	1.6 TDI 116 SE	£26155 £16050		166 33 92 19	1.6 TOI 110 SE	139293		110 17	2.0 TDI 150 SE	£31870		127 23
	1.4 TB Nut 'r 170 OV Line TCT	1.6 TDI 116 Sport	£18925			1.6 TOI 110 Sport	127625		110 18	2.0 101 150 SE Technik	E33340	148	127 23
	1.6 JDTM 105 Progression E19500 103 114 16 1.6 JDTM 105 Distinctive E20750 103 114 16	1.6 TDI 116 S line A3 3dr hatch Classy intersor.	£20020		93 19 od good	1, 6 TOI 110 S line 2 0 TOI 184 Sport	£29775 £38245		112 20 117 30	2.0 TDI 177 Black Edition 2.0 TDI 177 quattro Black Edit	£34885 £36540		120 28
	1.6 JOTM 105 Bische E22500 103 114 16	enones. Second only to the Gol			in goos	2.0 TOI 184 S line	£32395		119 31	2.0 101 177 quattro 5 line	£35465		134 21
	Z.O.JTDH 150 Distinctive E21930 148 110 20	1.2 TFSI 110 SE	£18615	108	117 17	2.0 TDI 184 quettro 5 line	£35435		134 31	2.0 TDI 177 quattro SE	E32475	175	134 2
	2.0 JTDN 150 Excl. £23680 148 110 20 2.0 JTDN 150 OV Line £25430 148 110 20	1.6 TBI 110 uitra SE Technik 2.0 TBI 184 quattro S fine	£21615 £29945		89 17 129 26	2.0 TDI 184 quattro Sport	£33285		132 30	2.0 TDI 177 quattro SE Technik 2.0 TDI 177 SE Technik	E33825 E32170		134 21
	4C Zdr coupé A singular statement Flawed, perhaps,	2.0 IDI 184 quattro Sport	E27795		127-26	A4 4dr saloon Highly competer leaves the dynamic linesse to its				2.0 TFSI 225 quattro Black Edi			
	but the best current Affa by miles ***	2.0 TDI 184 5 line	£27025	148	114 28	2.0 TDI 150 Black Edition	£31005	148	119.24	2.0 TFSI 225 quattro S line	E36370	272	159 33
	1.75T E51500 237 159 50	2.0 TDI 184 Sport 2.0 TFSI 300 quettro S3	£24885 £30980		112 27 162 36	2.0 TDI 150 S line 2.0 TDI 150 SE	£30230 £28855		119 23	2.0 IFSI 225 quattro SE 2.0 IFSI 225 quattro SE Techni	E33260 E34730	272	152 33
	ALPINA	1.2 TFSI 110 Sport	£20015		117 17	2.0 TDI 150 SE Technik	130275		127 23	3.0 TDI 204 Black Edition	£38485		129 30
71		1.2 TFSI 110 S line	£22125		114 18	2.0 TOI 177 SE Technik	129670		120 27	3.0 TDI 245 quattro Black Edit	£42010		164 35
Ш	an M3 ****** 2.0 \$ Biturbo £51250 394 224	1.4 TFSI 125 SE 1.4 TFSI 125 Sport	£19915 £21315		122 18 122 19	2.0 TFS1 225 quettro Black Edi 2.0 TFS1 225 quettro S line	£35275 £34500		155 33 155 33	3.0 IFSI 333 quattro S5 Black 1.8 IFSI 170	E44065 E26780	328 168	
ш		1.4 TFSI 125 S line	£23465		124 20	2.0 TFS1 225 quattro SE	£31645		155 32	1.8 TFS1 170 SE	E28558		136.26
ш	an 183	1.4 TFSI 150 SE ACT	E20765		109 23	2.0 TFS1 225 quattro SE Techni	£12945		155 33	1.8 TFSI 170 S line	E31540		136.27
ш	3.0 S Biturbo £50050 394 224 B3 CONVERTIBLE 2dr open Rapid, irsable, cheaper	1.4 TFSI 150 Sport ACT 1.4 TFSI 150 S line ACT	£22165 £24315		109 23 111 24	1.8 TFSJ 120 SE 1.8 TFSJ 120 SE Technik	124385 £25685		151 19 151 19	3.0 IFSI 333 quettro S5 2.0 IDI 177	£42990 £29050		184 40 126 27
ш	afternative to an M2, ★★★★☆	1.8 IFSI 180 Sport	E23905	178	125 26	1. 8 TFSI 120 S line	127240	118	151.20	2.0 TDI 177 SE	£30820	175	120 27
ш	2.0 S Biturbo £56450 394 225 B3 TOURING Silvestate Rapid usable and obeaper	1.8 TFSI 180 quattro Sport 1.8 TFSI 180 S line	£26830 £26055		149 27 135 27	1. 8 TFSI 120 Black Edition 1. 8 TFSI 170 SE	128015 126000		151 20 134 25	2.0 TDI 177 S line 3.0 TDI 204 S line	£33810 £37410		120 28
ш	affernative to an MI ****	1.8 TFSI 180 guattro S line	E29055		153 28	1. 8 TFSI 170 SE Technik	£27420		134 24	3.0 TDI 245 quattro 5 line	E41090		159 34
ш	3.0 \$ Biturbo £512S0 394 225 -	1.6 TDI 110 uitra SE	£20865		89 17	1. 8 TFSI 170 S line	128855		134.26	AS 2dr coupé High class, good			
	B5 4dr saloon Huge pace, but let down by unimolying dynamics. ************************************	1.6 TDI 110 Sport 1.6 TDI 110 S line	£22265 £24415		105 17 107 18	1. 8 TFSI 170 Black Edition 2.0 V6 333 S4	£29630 £39610		134.26 178.36	coupe better than V6 Cab 1.8 TFSI 170 Black Edition	£32865		134 27
Ш	85 Biturbo £71950 507 252 -	2.0 TDI 150 SE	£22215		108.21	3.0 V6 333 S4 Black Edition	£40685		178 36	1.8 TFSI 170 S line	£31790		134.27
п	85 Biturbo £71950 500 252 -	2.0 TDI 150 SE Technik	E22965		108 27	2.0 T01e 136 SE Technik	128600		112 23	2.0 TFSI 225 quattro Black Edi			161 34
П	B5 TOURING 5drestate Huge pace, but let down by uninvolving dynamics **	2.0 TDI 150 Sport 2.0 TDI 150 S line	E23615 E25765		168 21 169 21	2.0 TDIe 136 SE 2.0 TDI 163 Ultre SE	£27600 128320		112 23	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£36620 £33995		
	85 Biturbo £71950 500 255 -	A3 4dr saloon Althe A3's st	andard afti	ibutes i	i i	2.0 TOI 163 Ultra SE Technik	£29340	161	109 27	1.0 TFSI 170 SE	£29200	168	134 27
	B7 4dr saloon Makes sense on an autobahn but not for	saloon body. \$3 great looking	**** *********************************		110 23	2.0 T01 177 5 line	£31175		120 27	3.0 TFSI 333 S5	E43790	328	
	the UK ** ** ** * : : : : : : : : : : : : : :	1.4 TFSI 150 ACT Sport 1.6 TDI 110 S line	£23335 £25585		110 23	2.0 TDI 177 Black Edition 2.0 TDI quettro 177 SE	£31950 £29880		120 28 134 27	3.0 1FSI 333 SS Black Edition 4.2 VB RS5	£44865 £59928		184 42 246 45
	4.4 V8 Switch-tronic LWB E98850 500 282 -	1.8 TFSI 180 quattro S line	£30225	178	153 28	2.0 TDI quettro 177 SE Technik	£31180	175	134 27	Z.O TDI 163 Ultra SE	£31590	161	109 28
	D3 4dr saloon Precise dynamics with added Alpina kides and a great engine *** *****	1.8 TFSI 180 quattro Sport	£28000		149 25 135 23	2.0 101 quettro 177 5 line 2.0 101 quettro 177 Plack Edit	£32735		134 27	2.0 IDI 177 SE	£31470		120 28
	kidos and a great engine * 大大大会 2.00 Biturbo £46950 345 139 50	1.8 TFSI 180 Sport 2.0 300 geattro 53	£25075 £33580		135 Z3 164 36	2.0 TDI quettro 177 Black Edit 3.0 TDI quettro 245 SE	£33510 £35360		134 28 149 33	2.0 10I 177 S line 2.0 10I 177 Black Edition	£35135		120 29
п		2.0 TDI 150 Sport	E24785		107 23	3.0 TOI quattro 245 5 line	£38215	237	149 33	2.0 10I 177 quattro SE	£33125		134.28
П	an H5 ★★★☆ 3.0 Bi-Turbo £55950 340 155	1.4 TFSI 150 ACT S line	£25485		112 24	3.0 TOI quattre 245 Black Edit A4 AVANT 5dr estate Highli	£38990	237	149 34	2.0 10I 177 quattro S line	£35715		
П	3.0 Bi-Turbo £55950 340 155 - XD 3 5dr 4x4 Alpina's first SUV is a triumph. Hugely	1.8 TFSI 180 S line 1.6 TDI 110 Sport	£27225 £23435			laten, leaves dynamic finesse to				3.0 TDI 204 S line	£36790 £37660		129 30
п	fast, capable and desirable ***	2.0 TDI 150 S line	E26935	148	108.24	1. 8 TFSI 170 SE Technik	128735	158	141.24	3.0 TOL 204 Black Edition	£38735	201	
п	3.0 MD3 E54950 345 - 49	2.0 IDI 184 Sport	E26055			2.0 TDI 150 Black Edition 2.0 TDI 150 S fine	£32306 £31530			3.0 TDI 245 quattro S line	E41340		158 35
П	ARIEL	2.0 TDI 184 S line 2.0 TDI 184 quattro Sport	£28205 £28965			2.0 TOT 150 S FINE 2.0 TOT 150 SE	£31530 £30155		124 23	3.0 IDI 245 quattro Biack Ed A5 CABRIOLET 2dropen :	E42260 Appealine		
П	ATOM Odropen Superbike fast track mentalism As	2.0 TDI 184 quattro S line	E31115			2.0 TOT 150 SE Technik	£31575			powered, steel sprung frim's bes	***	N.	1
П	exhibitating accurs get **** 1 245 £29321 245	A3 5dr sportback Classy int				2.0 TDI 177 SE Technik 2.0 TFSI 225 quettro Black Edi			126 27	1.8 TFSI 170 S line 1.8 TFSI 170 S line Special Ed	£35570 £36695		
	300 £34319 300	good engines. Second only to th 1.4 TESt 125 S line	E24085			2.0 TFSI 225 quettro S line	£35800			2.0 TDI 150 S line	£37515		
	2	1.4 TFSI 125 Sport	£21935	123	122 19	2.0 TFS1 225 quattro SE	£32945	222	159 32	2.0 TDI 150 S line Special Edi	£38520	148	132.27
	ASTON MARTIN RAPIDE Adrisations Four-door Aston is more practical.	1.8 TFSI 180 quattro S line	£29675 £26675		153 28 135 27	2.0 TFS1 225 quattro SE Techni 3.0 TD1 245 quattro S line	£34245 £39550			2.0 101 150 SE 2.0 101 177 S line Special Edi	£34265 £38950		
	but jest as charming ***	1.8 TFSI 180 Sport	E24525		135 26	3.0 TOL 245 quattro SE	£36695			2.0 TFSI 225 quettro 5 line	£41980		
	5.9 V12 \$ £149995 550 355 -	2.0 TDI 150 \$ line	£26385	148	169.21	3.0 TFS1 333 quattro S4 Blk Ed	£41985	328	180 %	2.0 TFS1 225 quattro 5 line Sp	£42870	2.22	175 37
	VANTAGE 2dr coupé Stummg Brit sports car. V12 is a new benchmark for Aston ★★★☆	2.0 TDI 150 SE 2.0 TDI 150 Sport	E22835 E24235			1. 8 TFSJ 120 SE 1. 8 TFSJ 120 SE Technik	£25685 £26985			2.0 1FSI 225 quattro SE 2.0 1FSI 225 5 line	£38615 £38860		
	4.7 V8 E84995 420 299 -	2.0 IDI 184 quattro S line	E29235			1, 8 TFSI 120 S line				2.0 TFS1 225 S line Special Ed	£39830		
	4.7 V8 S £99995 430 299 -	2.0 TFSI 300 quattre \$3	E31600	296	162 36	1. 8 TFSI 120 Black Edition	£29315	118	154.20	2.0 1FSI 225 SE	£35575	272	144 35
	5.9 VI2.5 £138000 565 388 50 VANTAGE ROADSTER Zdropen Drop top suits the	1.2 TFSI 110 SE 1.2 TFSI 110 Sport	£19235			1. 8 TFS3 170 SE 1. 8 TFS3 170 S line	£27315 £30170			3.0 TDI 204 S line Special Edi 3.0 TDI 245 guattro S line Spe	£42680 £46110		
	Vaniage's related nature ***	1.2 TFSI 110 S line				1.8 TFSI 170 Black Edition				1.8 TFSI 170 SE	E32320		
						3.0 TFS1 333 guattro S4				3.0 TFSI 333 S5			189 42



The third generation TT. The critics' first choice.

Business users only with Contract Hire.

Make and Model	a Line	Bhp CO. a Am	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	insurance group
L2 V8 RS5	E69555	444 2	49 47	2.0 TOV 150 SE	£26920	14	8 119 20	BMW				218i M Sport	£27175	134	127	
	E34575 E37825	175 1 175 1		2.0 TOI 150 quattro SE 2.0 TOI 150 S line	£28480 £29470		8 131 20 8 122 21	1 SERIES 3dr hatch Heasure condort now Still no 3 Series	***			220i Sport 220i Luxury	E27490 E28240			- 8
		201 1		2.0 TO 150 guettro 5 line	£21030		8 134 21	1186 SE	E20245		125 18	220i M Sport	£29240			- 1
1.0 TDI 245 quattro S line	E45220	242 1	67 39	2.0 TOI 150 quettro S II Plus	£33380	14	8 140 21	118i Sport	E21245	134	129.18	2164 SE	E25110	114	108	
46 4dr saloon The best sprung i			me of	2.0 TOI 184 quattro SE	£29280	18		118i M Sport	623075		133 19	216d Sport	£26360			- 8
he most appealing full stop 1.0 BiTDL 320 quattro Black Ed	E51165	316 1	64 44	2.0 TOI 184 quattro 5 line 2.0 TOI 184 quattro 5 li Plus	£34195	18		120i Sport 120i M Sport	£23295 £24995		136 21 139 22	216d Luxury 216d M Sport	£27110 £28110			÷
	£48990	216.1	59 43	Q5 5dr 4x4 Exceptionally good				125i H Sport	£26375		157.28	218d SE	£26255	148	115	7
	E43135	215 1		very compromised tide	***			M135i	£31200		188 37	218d Sport	£27565			
	E44895 E42720	215 1		2.0 TFSI 180 quettro S line PI 2.0 TFSI 180 quettro SE	£36270		174 29 1 174 28	116d SE 116d ED Plus	£21180 £22030		94 15 89 15	218d Luxery 218d M Sport	E28255 E29255			-
		215 1		2.0 TFSI 180 quattro S line	£33770		174 29	116d Sport	£22180		100 15	220d xDrive Sport	£32005			-
	£46455	268 1		2.0 TFS1 225 quattro SE	£32845			116d M Sport	E23880		106.16	220d aDrive Luxury	E12756			
	£56545 £32295	429 Z		2.0 TFS1 225 quattro S line 2.0 TFS1 225 q tro S line Plus	£35300 £37800		179 29 181 30	118d SE 118d Sport	£22325 £23325		109 19	220d xBrise N Sport 3 SERIES 4dr salvon Anew	E33885		134	-
	E34820	187 1		2.0 TOX 150 quattro SE	£31720			118d M Sport	E25025		114 20	m-every regard	**			33
	£36995	187.1	19 33	2.0 TOI 150 quattro \$ line	£34120	140	8 150 21	120# Sport	£24775	187	114.24	320d EfficientDynamics Busine	£39175	161	109 3	
		215 1		2.0 TOI 150 quattro 5 line Plu	£36655			120d M Sport	£26475		118 25	320d xOrive SE	£30975			
	E40960 E41755	215 1 268 1		2.0 TDI 177 quattro SE 2.0 TDI 177 quattro S line	£32610 £35010		5 154 24 5 154 25	125d M Sport 1 SERIES 5dr hatch Heasure	£29800		121 30	325d Luxury 325d W Sport	£33705			
	£44280	268 1		2.0 TO 177 q ttro 5 line Plus	£37510		154.25	comfort now Shill no 3 Series	***			325d SE	£31275			
0.0 BiTDI 320 quattro SE	E46465	316 1	59 43	3.0 TOT 245 quattro SE	£38370	24	1 169 33	118i SE	£20775	168	125 18	335d allrive Euxury	£41720	313	145 4	3
A6 AVANT 5dr estate A capa			Billbi a	3.0 TOI 245 quattro S line	£40770		169 34	118i Sport	621775		129 18	335d xDrive M Sport	£41520			
pant killer I.O BiTDI 320 quattro Black Ed	* * *	316 1	49.44	3.0 TOI 245 q'ttro \$ line Plus 3.0 BITOI 313 \$05	£43270 £44785		1 169 34	118i M Sport 120i Sport	£23605 £23625		133 19 136 21	ActiveHybrid 3 Luxury ActiveHybrid 3 M Sport	£43700			
	E51040	316 1	77.00	Q7 5dr 4r4 Seven seat Still le				120i M Sport	E25525		139 22	ActiveHybrid 3 SE	£41385			
1.0 TDI 218 Black Edition	£45185	215 1	30 35	Land Rover is better	***	estr	de como	125i H Sport	E26905	215	157.28	316i E\$	£24255	134	138 2	22
	£46960	215 1		3.0 TOV 204 S line Plus	£51155		1 189 37	MI 3Si	£31730		188 37	316/5E	E25105			
	E44770 E42245	215 1	38 39	3.0 TOL 245 S line Plus 2.0 TOL 245 S Line Sport Editi	£52585 £55585	23		116d SE 116d ED Plus	E21710 E22560	114 114	94 15 89 15	316i Sport 320i SE	£25405 £27270			
	£48520		44 42	3.0 TOV 245 S Line Style Editi	£54985			116d Sport	E22710		103 15	320i Sport	£27570			
	E78790		23 50	4.2 TO1 340 S line Plus	£62220		242 46	116d W Sport	E24410		106 16	320i Luxury	£29805			11
	E58545		19 47	4.2 TO1 340 S Line Sport Editi	£65220	33		118d SE	EZZ855		104 19	320i M Sport	E29605			
	£34345 £36870		18 32 19 33	4. 2 TO1 340 S Line Style Editi 3. 0 TD1 204 SE	£63720 £43895	20		118d Sport	£23855 £25555		169 19 114 26	320i xDrive SE	£28805			
	E39045	187 1		3.0 TOI 204 S line	£46655	23		118d M Sport 1208 Sport	E25305		114 24	320i xOrive Sport 320i xOrive Luxury	E21305			
	£40485	215 1		3.0 TOI 245 \$ line	£48085	23		120d M Sport	£27005		118 25	320i xDrive M Sport	£31105			
		215 1		4.2 TDI 340 S line	257720		242 45	1204 xBrise M Sport	£30055		124 24	328i SE	£30470			
	£43805 £46330		38 41	TT 2dr coupé 11 tinds its mojo				120d xDrive Sport	E28355 £30330		119 24	328i Sport 328i Luxury	£30770			
		316 1	38 42 64 43	now an equal to the obvious pres 2.0 TFS1 Sport	£29915		141 35	2 SERIES 2dr coupé Aprope			121 30 now	328i M Sport	£32805			
A6 ALLROAD 5dr estate Ru				2.0 TFSI Sport quattro	£32860		153 37	MZ35ris one of the best BMWs pe				335i Luxury	E38465			
nkey	***		40.00	2.0 TFS1 5 line	£32465			225d H Sport	£32120		125 33	335i N Sport	£38562			
		215 1		2.0 TFSI S line quattro 2.0 TFSI 310 quattro TTS	£35410 £38945	300	8 153 38 6 168 45	220i Sport 220i M Sport	E26195 E27545		146.25 149.76	M3	£56595 £26275		204 4	
	£47315	268 1		2.0 TOI Ultra Sport	€29810			228i M Sport	£28410		155 30	3164 SE	127125			
3.8 TDI 272 quattro Sport		268 1	49 42	2.0 TO Ultra S line	£32360		1 116 35	M235i	£34540	326	189 39	316d Sport	£27425	114		
	E52125	316 1		TT ROADSTER 2drogen 1				2184 SE	E24415		119 20	3189 2E	£28375			
1.0 BiTDI 320 quattro Sport NY SPORTBACK 5dr hatch		316 1		fine looks - but still Intgely comp 2.0 TOK ultra 184 S line	E34545		1 114 36	218d Sport 218d N Sport	£25415 £26765		119 20 123 21	318d Sport 318d Luxury	£28675			
	***			2.0 TOT ultra 184 Sport	€31995			220d Sport	E27015		112.26	318d M Sport	£30675			
	£53045	328 1		2.0 TFS1 230 quattro S line	£37595	22		220d N Sport	£28365		115 27	320d Efficient Dynamics	129475			
	£55395 £45915	328 1 215 1		2.0 TFS1 230 quattro Sport 2.0 TFS1 230 S line	£35045			2 SERIES 2dr open Doesn't verve, but still good * * *	dange ceban	aleth	e conbe,	320d SE 320d Sport	£29475	181		
	£43715 £48705	215 1		2.0 IFSI 230 Sport	£32100			220d H Sport	£31315	181	124 27	320d Luxury	£31975			
	E47670	215 1		2.0 TFSI 310 TTS	£41130		6 173 43	220d Sport	£29965		121 27	320d M Sport	£31775			
	£50480	215 1		R8 2dr coupé (Bable, but no)				220i M Sport	£30530		161.29	320d attrive Sport	E31275			
1.0 TDI 218 quattro Black Edit 1.0 TDI 272 quattro SE Executi	£52830 £58255	215 1 268 1		ic for it. V10 is brutal 4.2 PSI 430 V8	* * *		0: 1 332 50	220i Sport 228i M Sport	£29180 £31550		157.28 163.33	320d xDrive Luxury 320d xDrive M Sport	£30475 £30275			
	£53060		42 43	5.2 FSI 525 VIO	E11488	- 10	5555.00	M235i	£37715		199 40	3304 SE	E346/5			
1.0 TDI 272 quattro Black Edit	£55410	268 1	42 44	5.2 FSI 550 V10 Plus	£12688	5 54	3 346 50	220i Luxury	£30180	215	161 28	330 £ Luxury	£37305	255	131.3	38
	E5673)	316 1		R8 SPYDER 2dropen Great				220d Luxury	£30965		124 27	330d M Sport	E37105			
1.0 BiTDI 320 quattro Black Ed 4.8 4drsaloon Stylish, comfort		316 1 old Ac		The coupe's poise 4. 2 FSI 430 V8	\$10243		337.50	2 SERIES ACTIVE TOURE front-drive hatch is a proper con				330d attrive SE 330d attrive Luxury	£36305 £38805		137 4	
incing exec saloon	***		alle v	5.2 FSI 525 VIO			349 50	220i M Sport	£27540	189	142.26	330d xOrive M Sport	£38605	255	139 4	
	E62185		55 46		-	-	-	218i SE	£22475			3 SERIES 5dr touring More				
		208 1		BAC	as for the		finh	218i Sport	£23725			wow factor, but still as good as it				12
	E68285 E64290	208 1 309 1		MONO 2dropen An F-22 Rapt better built	or for the			218i Luxury 218i M Sport	£25475		115 14 120 14	316i ES 316i SE	E25570 E26420		142.2	
1.0 TFS1 310 quattro Sport Exe		308 1		Mono 2.3	£11116			220i Sport	£25775			316i Sport	£26720		142 2	
LO TEST 435 quattro SE Exec L	£76160	429 2	16 49					220i Luxury	€26525	189	137.26	320d EfficientDynamics	£30775	161	114.3	11
1.0 TFS1 435 quattro Sport Exe		429 Z		BENTLEY	nd the	Fig. 1.7	100	225i xDrive Lexury	£31175			320d EfficientDynamics Busine			114 2	
		513 2 493 2		Y8-inspired reboot	be vpui			225i xBrive M Sport 216d SE	£32210 £23410		152 24 99 11	320d Sport 320d attrive SE	£31075 £32405		125 3 133 3	
		254 1		6.0 W12 GT Speed	£15110	0 616	338 50	216d Sport	£24660	114	99 11	320i SE	£28570			
1.0 TD1 258 quattro SE L	E63545	254 1	58 46	4.0 V8	£12385	0 50	246 50	216d N Sport	£26410	114	104 12	320i x0rive Luxury	£32605	181	163 3	11
1.0 TDI 258 quattro SE Exec L 1.0 TDI 258 quattro Sport Exec		247 1 254 1		4.0 V8 S			246 50 7 385 50	218d SE 218d Seort	£24555		109 15	320i xilrive M Sport	£32405			
1.0 TDI 258 quattro Sport Exec 1.0 TDI 258 quattro Sport Ex L		254 1		6.0 WIZ CONTINENTAL GT CONVI				2186 Sport 2386 Luxury	£25805 £26555		109 16 109 16	320i x0rive SE 320i x0rive Sport	£30105 £30405			
2 101 385 quattro SE Erec	£72835	388 1		brilliant Andi V8-inspired reboot				218d M Sport	£27555		114 16	325d Luxury	E35205		137 3	
		346 1		4.038			254.50	2204 Sport	E27255		115 21	325d M Sport	£35005		137 3	
1.2 TDI 385 quattro Sport Exec		380 1		4.0 V8 S			254 50	220d Luxury 220d M Sport	20005			325d SE	£32705		134 3	
1. 2 TBI 385 quattro Sport Ext 2 3 5dr 4x4 Typically relined an		388 1 of but		6.0 W12 Speed MULSANNE 4dr saloon Elle			6 347 50 reful Great		£29005 £30305		119-21 122-20	328i SE 328i Saort	E31805		159 3	
rore A3 than SUV	***			driving position	**	t de	de	220d xBrive Luxury	£31055			330d aBrive SE	£17620	255	142.4	0
.4 TFS1 150 SE	E25380	138 1		6.75 98	£22470	500	293 -	220d xOrive M Sport	£32055	187	127.21	335d attrive Luxury	£43055	209	151.4	3
	£28060	138 1		FLYING SPUR 4dr saloon			my saloon	2 SERIES GRAN TOURER				335d xDrive M Sport	£42855		151 4	
	E29640 E32190	176 1 176 1		Superbinside Asit should be 4.0 V8	£13600		254 50	MPV worthy - but expensive. And 218: SE	€24175			335i Luxury 335i M Sport	E39765 E39565		192 3	
		176 1		6.0 W12			343.50	218i Sport	£25425			320i Sport	£28870		150 3	
			03 37	6.0 W12 Hulliner			343.50	238: Luxury	E26175			320i Luxury	£31105			



Porsche Cayman From £40,000
Starter Cayman is as good as it gets. Scalpel-blade incisiveness folded into supreme usability. Prettier now, too.



Toyota GT86 From £25,000
Who knew Toyota had another masterpiece in it after the Lexus
LFA? Fun doesn't cover it. A life companion.



BMW M235i From £34,000
Towers over most obvious rivals. Only by comparing it with BMW's best ever do the marginal demerits appear.



Audi TT S From £38,000
Costliest version gets the deftest chassis ever to underpin a TT

- the best reason yet to buy into Audi's coupé.



Peugeot RCZ R From £32,000
The hot RCZ finally delivers the vivid driving experience its appearance always deserved. A serious prospect.



The Audi TT Coupé Sport from £299 per month.* Includes:

► Audi Virtual Cockpit ► Xenon headlights ► 18" alloy wheels





NEW CARS A-Z

d Model	m.	and Model	m m	d Model	m se group	and Model	Price Bhp CO ₂ g/km Insurance group	and Model	m se group	and Model		m se group
Make and	Price Bhp CO ₂ g/km Insurance	Make an	Price Bhp CO ₂ g/km Insurance	lake and	Price Bhp CO ₂ g/km Insurance ç	Make an	Price Bhp CO ₂ g/km Insurance	fake an	Price Bhp CO ₂ g/km Insurance	Make an	Price	Bhp CO ₂ g/km Insurance
320i M Sport	£30905 181 153 31 £34305 242 162 36		£42460 255 142 40 £45245 308 147 41	5 SERIES TOURING 5dr e		xDrive35d M Sport X4 5dr 4x4 A downsized X6.	£45695 308 157 43	CHEVROLET CORVETTE 2dr coupé Left		2.0 HDi 160 VTR+ 2.0 HDi 160 Excl.	£25180	161 133 28 161 133 25
328i M Sport 316d ES	£34105 242 162 36 £27575 114 116 20	435d xDrive M Sport	£45745 308 147 41	package. 520d the best 518d M Sport 530d Luxury	£35865 141 127 31 £46470 241 144 43	the cheaper X3 is a better option xDrive20d SE	on ★★★☆☆	Serious engine for the money 6.2 V8	****	DS3 3dr hatch Jack of all tra		of none. Nice
316d SE 316d Sport	£28425 114 116 20 £28725 114 116 20	some of the verve has gone wi		535d Luxury 535i Luxury	£51120 308 149 45 £46945 302 179 42	xDrive20d xLine xDrive20d M Sport		6.2 V8 Convertible		1.2 PureTech 82 DSign	£13295	81 104 9 81 107 11
318d SE	£29675 141 124 24	420d M Sport	£40380 181 137 31	535i M Sport	£46945 302 179 42	xDrive30d xLine	£45195 255 156 40	CHRYSLER	w. Consisus and well	1.2 PureTech 82 DSign Ice 1.2 PureTech 110 DStyle S-S 1.2 PureTech 110 DStyle Ice S	£15995	109 107 19
318d Sport 318d Luxury	£29975 141 124 24 £32175 141 127 25 £31975 141 127 25	420d Sport	£37380 181 133 30 £38880 181 137 30	520i SE 520i Luxury	£35365 181 157 36 £38165 181 162 37	xDrive30d M Sport xDrive35d M Sport	£49295 308 157 43	GRAND VOYAGER 5dr mp equipped. Not good to drive	****	1.2 PureTech 110 DStyle Ice S- 1.6 VTi 120 DStyle auto	£16630	109 107 17 118 150 16
318d M Sport 320d SE	£30775 181 125 31	428i Luxury 428i M Sport	£40220 242 163 36 £40720 242 163 37	520i M Sport 528i SE	£38165 181 162 37 £38895 242 149 40	X5 5dr 4x4 Very comfortable bling M50d should be avoided	****	2.8 CRD SR 2.8 CRD Ltd	£36310 161 207 34		£18100	161 129 26 161 129 24
320d Luxury 320d M Sport	£33075 181 128 32	428i SE 428i Sport	£37720 242 159 36 £39220 242 163 36 £45700 255 144 41	528i Luxury 528i M Sport	£41730 242 154 41 £41730 242 154 41	xDrive50i SE xDrive50i M Sport	£60670 402 224 49 £64800 402 226 49	CITROEN		1.6 THP 165 DSport S-S 1.6 THP 165 Ultra Prestige	£20795	161 129 26 161 129 27
320d xDrive Sport 320d xDrive Luxury	£32705 181 133 30 £34905 181 133 31	430d M Sport 435i Luxury	£45685 302 194 39	518d SE 518d Luxury	£33065 141 122 30 £35865 141 127 31	X5M sDrive25d SE sDrive25d M Sport	£43745 215 149 41	C-ZERO 5dr hatch Well-engi Too expensive 49kW	★★★☆☆	1.6 e-HDi 90 Air' DStyle 1.6 e-HDi 90 DStyle Ice	£17410	91 95 16 91 95 19
320d xDrive M Sport 330d SE	£34705 181 133 31 £36105 255 135 38	435i M Sport M4	£61150 425 213 45	520d SE 520d Luxury	£34565 181 122 33 £37365 181 127 34	xDrive25d SE	£46050 215 154 42	C1 3dr hatch The cheapest of	the Aygo triplets. Cute, but		£19295	118 94 25 118 94 24
330d Luxury 330d M Sport	£38605 255 138 38 £38405 255 138 38	420i Sport	£34910 181 154 30 £36410 181 158 31	520d M Sport 525d SE	£37365 181 127 34 £39310 215 136 39	xDrive25d M Sport xDrive30d SE	£48850 241 156 44	noisy and basic 1.0 VTi 68 Touch		1.6 BlueHDi 120 Ultra Prestige DS3 CABRIOLET 2dr oper Detains its suteness	n Refined so	
330d xDrive Luxury 330d xDrive M Sport	£40120 255 145 41 £39920 255 145 41	420i Luxury 420i M Sport	£37410 181 158 31 £37910 181 158 31	525d Luxury 525d M Sport	£42125 215 141 40 £42125 215 141 40	xDrive30d M Sport xDrive40d SE	£51510 302 157 46	1.0 VTi 68 Feel 1.0 VTi 68 Flair	£10285 67 95 7	Retains its cuteness 1.2 PureTech 110 DStyle S-S		109 107 20
3 SERIES GT 5dr hatch Ha meets 3-Series talent. Duller but	t decent ★★★★☆	425d SE 425d Sport	£39240 218 138 34 £40755 218 143 34	530d SE 530d M Sport	£43655 241 139 43 £46470 241 144 43	xDrive40d M Sport M50d	£64525 381 173 49	1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S	£10535 67 88 7	1.2 PureTech 82 DSign 1.6 BlueHDi 120 DSport	£21295	81 112 12 118 94 26
318d M Sport 318d SE	£33525 141 122 25 £31275 141 122 24	425d M Sport	£41755 218 143 34 £42255 218 143 35	535d M Sport 5 SERIES GT 5dr hatch Fire		x6 5dr 4x4 The world's first appearance makes it difficult to	olove ★★★☆☆	1.0 VTi 68 Airscape Flair S-S 1.2 PureTech 82 Flair	£10635 81 99 11		£21095	161 129 27 161 129 29
320i M Sport 320i SE	£32155 181 155 31 £29905 181 155 31	430d Luxury 435d xDrive Luxury	£45200 255 144 40 £49100 308 155 42	four. Poor ride and steering 530d SE		xDrive50i SE xDrive50i M Sport	£67450 443 227 50	C1 5dr hatch The cheapest of noisy and basic	****	1.6 e-HDi 90 DStyle	£17935	118 154 18 113 95 20
320i xDrive Luxury 320i xDrive M Sport	£33405 181 165 31 £33655 181 165 31	435d xDrive M Sport 4 SERIES GRAN COUPE		535i Luxury 535i M Sport	£50265 302 192 44	X6M xDrive30d SE	£51400 258 157 45	1.0 VTi 68 Feel 1.0 VTi 68 Flair	£10685 67 95 7	DS4 5dr hatch Jack of all tra	***	★ ☆
320i xDrive SE 320i xDrive Sport	£31405 181 165 31 £32405 181 165 31	Series. Very good, but not bette 420d M Sport	£35495 181 119 30	550i Luxury 550i M Sport	£59515 402 214 46 £60465 402 214 46	xDrive30d M Sport xDrive40d SE	£54060 313 163 46	1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S	£10935 67 88 7	1.6 e-HDi 115 DSign 1.6 VTi 120 DSign	£17855	113 113 18 118 144 14
328i SE 330d xDrive M Sport	£33105 242 157 35 £41470 258 144 41	420d xDrive SE 420i SE	£33995 181 121 29 £30125 181 149 29	520d SE 520d Luxury	£38045 181 148 33 £40845 181 144 34	xDrive40d M Sport M50d	£67175 381 174 50	1.0 VTi 68 Airscape Flair S-S 1.2 PureTech 82 Flair	£11035 81 99 11	1.6 THP 160 DStyle 1.6 THP 160 DStyle Au	£21765	118 144 15 161 178 21
320i Sport 320i Luxury	£30905 181 155 31 £31905 181 155 31	420i Sport 420i Luxury	£31660 181 153 29 £32660 181 153 29	520d M Sport 530d Luxury	£40845 181 144 34 £48965 241 153 44	Z4 ROADSTER 2dr open cruiser than sports car	****	C3 5dr hatch Comfortable an fun	★★★☆☆	1.6 e-HDi 115 DStyle	£21475	197 149 31 113 113 18
328i Sport 328i Luxury	£34105 242 157 36 £35105 242 157 36	420i M Sport 420i xDrive SE	£33160 181 153 30 £31660 181 161 30	530d M Sport 535d Luxury	£51885 295 154 46	2.0 sDrive18i 2.0 sDrive18i M Sport	£31625 154 159 34	1.2 PureTech 82 Selection 1.6 e-HDi 90 Selection	£15740 89 95 18	1.6 e-HDi 115 DStyle ETG6 2.0 HDi 135 DStyle	£21900	113 114 17 134 130 21
328i M Sport 335i Luxury	£35355 242 157 36 £40565 302 189 38		£33160 181 164 30 £34160 181 164 30	535d M Sport 7 SERIES 4dr saloon Refine		2.0 sDrive20i 2.0 sDrive20i M Sport		1.0 PureTech 68 VT 1.0 PureTech 68 VTR+		2.0 HDi 160 DStyle 2.0 HDi 160 DSport		161 130 23 161 130 24
335i M Sport 318d Sport	£40815 302 189 38 £32275 141 122 24		£34660 181 164 31 £33520 245 154 33	760 gets sublime V12 ActiveHybrid 7 M Sport	★★★☆ £71475 459 158 48	2.0 sDrive28i M Sport 3.0 sDrive35i M Sport	£43010 302 219 42	1.2 PureTech 82 VTR+ 1.6 VTi 120 Excl. Au	£13515 81 107 12 £16250 118 150 19	DS5 5dr hatch Design marve function so well	el. Shame it d	
318d Luxury 320d SE	£33275 141 122 24 £32375 181 130 30	428i Sport 428i Luxury	£35020 245 156 34 £36020 245 156 34	740i SE 740li SE	£61680 316 184 46 £64680 316 184 46	3.0 sDrive35iS DCT 6 SERIES GRAN COUPE		1.4 HDi 70 VT 1.4 HDi 70 VTR+		1.6 THP 200 DSport 1.6 e-HDi 115 DStyle ETG6		197 155 27 113 114 18
320d Sport 320d Luxury	£33375 181 130 30 £34375 181 130 30	428i M Sport 435i Luxury	£36520 245 156 34 £41870 306 193 36	740i M Sport 740Li M Sport	£66955 316 184 46 £69955 316 184 47	proves a brilliant visual coup 640i SE	★★★★☆ £59430 315 178 47	1.4 e-HDi 70 VTR+ ETG 1.6 e-HDi 90 VTR+		1.6 BlueHDi 120 DSign 1.6 BlueHDi 120 DStyle		113 102 21 113 105 22
320d M Sport 325d SE	£34625 181 130 30 £34305 215 136 34	435i M Sport 418d SE	£42370 306 193 36 £31695 141 122 23	750i SE 750i M Sport	£71520 443 199 48 £76795 443 199 49	640i M Sport 650i M Sport		1.6 e-HDi 90 Excl. C3 PICASSO 5dr mpv Quir		2.0 HDi 160 DStyle 2.0 HDi 160 DSport		161 128 24 161 128 24
325d Luxury 325d M Sport	£36305 215 136 34 £36555 215 136 34	418d Sport 418d Luxury	£33195 141 127 24 £34195 141 127 24	760Li SE 760Li M Sport	£102025 537 314 50 £104270 537 314 50	M6 640d SE		useful. 1.4 VTi 95 VT	★★★★☆ £13080 94 145 10	2.0 BlueHDi 180 DSport 2.0 Hybrid4 200 DSport		178 118 30 200 102 28
330d SE 330d Luxury	£37705 258 137 40 £39705 258 137 40	418d M Sport 420d SE	£34695 141 127 24 £32495 181 111 29	730d SE 730Ld SE	£58275 255 148 45 £61375 255 148 46	640d M Sport 6 SERIES 2dr coupé Great		1.6 HDi 90 Excl. 91	£17330 107 12	2.0 Hybrid4 200 DStyle BERLINGO MULTISPACE	£31600 5dr mpv L	200 102 27 ikeable.
330d M Sport 330d xDrive SE	£39955 258 137 41 £39220 258 144 40	420d Sport 420d Luxury	£33995 181 119 29 £34995 181 119 30	730d M Sport 730Ld M Sport	£63550 255 148 46 £66650 255 148 46	GT than sports car 640i SE	****	1.6 HDi 90 VTR+ 1.6 VTi 120 Excl.		practical van-based MPV 1.6 VTi 95 VT	★★★ £13285	★☆ 97 155 5
330d xDrive Luxury 335d xDrive Luxury	£41220 258 144 40 £44120 313 149 42	420d xDrive Sport 420d xDrive Luxury	£35495 181 129 30 £36495 181 129 30	740d SE 740d M Sport	£65465 309 149 47 £70740 309 149 48	640i M Sport 650i M Sport		1.6 VTi 120 Excl. ETG6 1.6 VTi 120 VTR+ ETG6		1.6 HDi 75 VTR 1.6 HDi 90 Plus Sp. Ed		74 135 4 89 135 8
335d xDrive M Sport 13 5dr hatch Superb really, bu	£44370 313 149 42 at pricey and not free from		£36995 181 129 30 £40445 255 139 39	ActiveHybrid 7 SE ActiveHybrid 7L SE	£66200 459 158 47 £69300 459 158 48	M6 640d SE		1.4 VTi 95 VTR+ 1.6 HDi 115 Excl.		1.6 HDi 90 VTR 1.6 e-HDi 90 VTR ETG6	£15105 £15875	89 135 7 89 120 9
the usual electric car practicality i3 EV		430d M Sport 430d xDrive Luxury	£40945 255 139 40 £41960 255 145 39	ActiveHybrid 7L M Sport X1 5dr 4x4 Odd SUV best as re	£74575 459 158 48 ear-wheel drive. Good	640d M Sport 6 SERIES CONVERTIBL		C4 5dr hatch Good looking, b latest rivals	ut lacks the polish of the ★★★☆	1.6 HDi 90 XTR 1.6 e-HDi 90 XTR ETG6		89 135 8 89 120 9
i3 EV Range Extender 4 SERIES 2dr coupé More to	£34130 168 13 21	430d xDrive M Sport 435d xDrive Luxury	£42460 255 145 39 £45245 308 150 41	drive, poor cabin finish xDrive 25d xLine	★★★★☆ £32540 215 154 26	and interior. More GT than spor 650i M Sport		1.6 e-HDi 115 Excl. ETG6 1.6 e-HDi 115 VTR+ ETG6	£20965 110 101 18 £19565 110 95 18	1.6 HDi 115 XTR C4 PICASSO 5dr mpv Plus		107 134 10 n improved
B-road steer. Very comely though 430d M Sport		435d xDrive M Sport 5 SERIES 4dr saloon No le	£45745 308 150 41 longer a handling bench-	xDrive 20i SE xDrive 20i Sport	£27285 181 176 28 £28285 181 176 28	640i SE 640i M Sport		1.4 VTi 95 VTR 1.6 VTi 120 VTR+	£14240 94 140 12 £17395 118 143 16	dynamic make for a better car 1.6 VTi 120 VTR	***	
420i SE 420i Sport	£30125 181 144 30 £31625 181 146 30	mark. Superb interior	★★★★☆ £44255 241 139 43	xDrive 20i xLine	£29285 181 179 28	M6 640d SE		1.6 THP 155 Excl. ETG6	£20195 154 148 22	1.6 VTi 120 VTR+ 1.6 THP 155 Excl.	£19020	118 145 15 154 139 22
420i Luxury 420i M Sport	£32625 181 146 30 £33125 181 146 30		£44745 302 179 42 £33130 181 149 36			640d M Sport 18 2dr coupé The world's firs	£71530 309 153 50 t off-road coupé, but	1.6 HDi 90 VTR+ 1.6 e-HDi 115 VTR+	£18105 91 104 16 £18965 110 97 18			154 142 22 91 110 15
420i xDrive SE 420i xDrive Sport	£31660 181 159 30 £33160 181 163 30		£35965 181 154 37 £35965 181 159 37	sDrive 18d Sport		appearance makes it difficult to 1.5		1.6 e-HDi 115 Excl. 2.0 HDi 150 Excl.	£20365 110 100 18		£19710	91 110 15 91 98 15
420i xDrive Luxury 420i xDrive M Sport	£34160 181 163 31 £34660 181 163 31	528i SE	£36695 242 142 40 £39495 242 147 41	xDrive 18d SE	£26830 141 144 22 £27830 141 144 22	CADILLAC		C4 CACTUS 5dr hatch but typically flawed to drive		1.6 e-HDi 115 VTR+ 1.6 e-HDi 115 VTR+ ETG6	£20510	113 105 18 113 104 18
428i SE 428i Sport	£33520 242 154 33 £35020 242 156 33	528i M Sport	£39530 242 152 41 £44690 302 174 42	xDrive 18d xLine	£28830 141 144 22 £29830 141 144 22	CTS-V 2dr coupé A genuine supercars	rival to Europe's finest	1.2 PureTech 75 Touch 1.2 PureTech 82 Touch	£12990 74 105 9 £13490 81 105 9	1.6 e-HDi 115 Excl.	£21810	113 105 17 113 105 18
428i Luxury 428i M Sport	£36020 242 156 34 £36520 242 156 34	550i Luxury	£57615 402 199 46 £57915 402 206 46	sDrive 20d Efficient Dynamics sDrive 20d Eff. Dyn. Business	£26760 161 119 24		£68957 556 365 50	1.2 PureTech 82 Feel 1.2 PureTech 82 Flair	£14690 81 105 9 £16090 81 107 10	2.0 Blue HDi 150 Excl.	£23050	148 102 24 148 105 24
435i Luxury 435i M Sport	£41870 302 188 36		£47790 335 149 44 £48825 335 159 44	sDrive 20d SE	£26760 181 129 24	diesel. CTS-V is excellent 3.0 V6 E'gnce auto	***	1.2 PureTech 110 Feel S-S 1.2 PureTech 110 Flair S-S	£15890 109 107 15	GRAND C4 PICASSO 5dr improved dynamic make for a be	mpv Plushr	ness and an
M4 420d SE		ActiveHybrid 5 M Sport	£50625 335 163 44 £73970 552 232 48	sDrive 20d M Sport	£29760 181 129 25	3.6 V6 AWD Sp. Luxury 3.6 V6 Sp. Luxury	£46977 307 247 44 £45241 307 241 44	1.6 BlueHDi 100 Touch	£15490 99 87 18 £16690 99 87 18	1.6 VTi 120 VTR	£19460	118 145 13 118 145 13
420d Sport 420d Luxury	£33995 181 119 30 £34995 181 119 30	518d SE	£30865 141 114 30 £33665 141 119 31	xDrive 20d Sport	£29260 181 145 25 £30260 181 145 25		£65766 557 365 50		£18090 99 89 18 £16890 89 92 16	1.6 THP 155 Excl.	£23020	154 139 21 154 142 22
420d M Sport 420d x Drive SE	£35495 181 119 30 £33995 181 117 29	518d M Sport	£33665 141 124 31 £32365 181 114 33	xDrive 20d M Sport	£31260 181 145 25	CATERHAM SEVEN 2dr open Pound for		1.6 e-HDi 92 Flair ETG6 C5 4dr saloon Spacious and o	£18290 89 94 16		£20850	91 98 15 91 98 15
420d xDrive Sport 420d xDrive Luxury	£35495 181 125 29 £36495 181 125 29	520d Luxury		X3 5dr 4x4 New X3 has an ap		compelling way to spend five fi 0.7 160		interesting Mondeo rival	★★★☆☆ £21670 107 125 20	1.6 e-HDi 115 VTR+	£22210	113 105 19 113 105 18
420d xDrive M Sport	£36995 181 125 29 £35430 215 131 33	525d SE	£36980 215 129 39		£31295 141 131 26 £33295 181 142 30	1.6 270	£19995 140 £23995 175	1.6 e-HDi 115 ETG6 VTR+	£23370 109 117 22 £24070 161 129 28	1.6 e-HDi 115 Excl.+	£25910	113 105 19
425d SE 425d Sport	£36930 215 136 34 £37930 215 136 34	525d M Sport	£39910 215 134 40 £39910 215 139 40 £41455 241 134 43	xDrive20d M Sport	£36295 181 142 31 £36295 181 142 31 £34795 181 142 30	2.0 420	£26995 210	2.0 HDi 160 Excl.	£25670 161 129 25			148 102 24 148 105 25
425d Luxury 425d M Sport 430d Luxury	£38430 215 136 34 £40445 255 134 40	530d M Sport	£41455 241 134 43 £44270 241 144 43 £48920 308 143 45	xDrive30d SE	£40095 255 156 39	L.O ULUR		interesting Mondeo rival	comfy. An effective and ★★★☆ £22770 113 125 20			
430d LUXURY 430d xDrive Luxury	£41960 255 142 40		£48920 308 143 45 £48920 308 148 45		£43095 255 156 40 £41595 255 156 40			1.6 HDi 115 VTR 1.6 e-HDi 115 ETG6 VTR+	£24470 107 117 22			

THE BMW 320d xDRIVE SPORT SALOON MONTHLY RENTALS FROM £309

(Plus initial rental*)

Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
DACIA		500 CONVERTIBLE 2dr o	pen Super desirable, cute	1.2 Studio	£8995 68 115 3	1.6 125 Zetec	£19845 123 146 14
SANDERO 5dr hatch A cleve limitations are unavoidable	r budget prospect. But its ★★★☆☆	city car. Cab a better drive than h 0.9 TwinAir 105 GO	natch ★★★★☆ £18170 103 92 15	1.2 Edge 1.2 Zetec	£9945 68 115 3 £10695 68 115 3	1.6 125 Titanium auto 2.0T 250 Ecoboost ST	£21345 123 146 14 £22495 247 159 34
0.9 TCe Ambiance	£7595 89 116 6	0.9 TwinAir 105 Lounge S-S	£16870 103 92 15	1.2 Titanium	£11995 68 115 3	2.0T 250 Ecoboost ST-2	£23995 247 159 35
0.9 TCe Laureate 1.2 Access	£8795 89 116 7 £5995 74 135 2	0.9 TwinAir 105 S 0.9 TwinAir 85 Colour Therapy	£17020 84 92 15 £14970 84 92 15	1.2 Metal B-MAX 5dr mpv Fiesta dyna	£11445 68 115 5 mics and sliding door	2.0T 250 Ecoboost ST-3 1.5 TDCi 95 Style	£26295 247 159 36 £18295 94 98 11
1.2 Ambiance 1.2 Laureate	£6795 74 135 2 £7995 74 135 2	0.9 TwinAir 85 GO 0.9 TwinAir 85 S	£17690 84 92 15 £16540 84 92 15	access make the B-Max a cut ab 1.0T EcoBoost 100 Zetec	ove ★★★★☆ £15495 99 119 9	1.5 TDCi 120 Zetec 1.5 TDCi 120 Zetec S	£19795 118 98 11 £21045 118 98 11
1.5 dCi Ambiance	£8595 89 99 8	1.2 Colour Therapy	£13770 68 113 10	1.0T EcoBoost 100 Titanium 1.0T EcoBoost 125 Zetec S-S	£16695 99 119 10	1.5 TDCi 120 Titanium	£21295 118 98 11
1.5 dCi Laureate <mark>SANDERO STEPWAY 5d</mark> r l	natch More expensive	1.2 GO 1.2 S	£16490 68 113 10 £15240 68 113 10	1.0T EcoBoost 125 Titanium S-		1.5 TDCi 120 Titanium X 1.6 TDCi 95 Style	£18195 94 109 11
- but still limited 0.9 TCe Ambiance	★★★☆ £8395 89 125 -	1.3 MultiJet GO 1.3 MultiJet S	£18890 94 97 18 £17640 94 97 18	1.0T EcoBoost 125 Titanium X 1.4 90 Studio	£18495 118 99 13 £13095 89 139 7	1.6 TDCi 115 Zetec 1.6 TDCi 115 Zetec S	£19695 114 109 16 £20945 114 109 16
0.9 TCe Laureate 1.5 dCi Ambiance	£9995 89 125 - £9395 89 105 -	1.4 16v Turbo T-Jet Abarth 0.9 TwinAir 85 Lounge S-S	£16005 133 155 27 £16390 84 92 15	1.4 90 Zetec 1.6 105 Zetec Powershift	£14895 89 139 8 £16595 103 149 10	1.6 TDCi 115 Titanium 2.0 TDCi 150 Titanium	£21195 114 109 16 £22635 148 109 16
1.5 dCi Laureate	£10995 89 105 -	0.9 TwinAir 85 Cult	£17540 84 92 15	1.6 105 Titanium Powershift	£17795 103 149 11	2.0 TDCi 150 Titanium X	£24635 148 109 -
LOGAN MCV 5dr estate charm. Certainly retains the chea	Lacks its stablemates up ★★☆☆	0.9 TwinAir 105 Cult 1.2 Pop S-S	£18020 103 92 15 £13690 68 113 9	1.5 TDCi 75 Zetec 1.6 TDCi 95 Zetec	£16295 74 109 8 £16795 94 104 10	2.0 TDCi 185 ST 2.0 TDCi 185 ST-2	£22495 178 110 34 £23995 178 110 35
).9 Ambiance).9 Laureate	£8595 89 116 9 £9795 89 116 11	1.2 Lounge S-S 1.2 Cult	£15090 68 113 10 £16240 68 113 10	1.6 TDCi 95 Titanium FIESTA 3dr hatch Stylish ar	£17995 94 104 11	2.0 TDCi 185 ST-3 FOCUS 5dr estate Well-mar	£26295 178 110 36
1.2 Access	£6995 74 135 4	1.3 MultiJet Lounge	£17490 94 97 18	The best supermini	****	Octavia carries more	****
.2 Ambiance .2 Laureate	£7795 74 135 4 £8995 74 135 5	1.3 MultiJet Cult 500L 5dr mpv A costly option	£18640 94 97 18 n, but has the style to fill	1.6 105 Zetec Powershift 1.0 80 Zetec S-S	£15045 103 138 12 £13695 79 99 6	1.0T 100 Ecoboost Style 1.0T 100 Ecoboost Titanium	£18695 99 109 10 £21195 99 109 10
I.5 dCi Ambiance I.5 dCi Laureate	£9595 84 99 11 £10795 84 99 12	out some of its missing substance 1.4 95 Pop		1.0 80 Titanium S-S 1.0T 100 Ecoboost Zetec S-S	£14695 79 99 7 £14195 99 99 11	1.0T 100 Ecoboost Titanium X 1.0T 100 Ecoboost Zetec	£23195 99 109 10 £19695 99 109 10
DUSTER 5dr 4x4 Cheap, but	cheerfully robust.	0.9 Twinair Pop Star	£16690 103 112 11	1.0T 100 Ecoboost Titanium S-	\$ £15195 99 99 11	1.0T 125 Ecoboost Titanium	£21695 123 110 14
Surprisingly convincing presence I. <mark>6 16v 105 Access 2WD</mark>	£9495 103 165 6	0.9 TwinAir Lounge 0.9 TwinAir Trekking	£18090 103 112 11 £18790 103 119 11	1.0T 100 E'boost TitaniumX S-S 1.0T 125 Ecoboost Titanium S-	\$ £15695 123 99 15	1.0T 125 Ecoboost Titanium X 1.0T 125 Ecoboost Zetec	£23695 123 110 14 £20195 123 110 14
.6 16v 105 Access 4WD .5 dCi 110 Ambiance 2WD	£11495 103 185 5 £11995 106 130 10	1.4 95 Pop Star 1.4 95 Lounge	£15550 94 145 10 £16950 94 145 10	1.0T 125 E'boost TitaniumX S-S 1.0T 125 Ecoboost Zetec S S-S		1.0T 125 Ecoboost Zetec S 1.5 TDCi 120 Titanium	£21445 123 110 14 £22395 118 98 11
1.5 dCi 110 Ambiance 4WD	£13995 107 135 10	1.4 95 Trekking	£17650 94 149 8	1.25 60 Studio	£10145 59 120 3	1.5 TDCi 120 Titanium X	£24395 118 98 11
l.5 dCi 110 Laureate 2WD l.5 dCi 110 Laureate 4WD	£13495 106 130 11 £15495 107 135 10	1.4 120 Pop Star 1.4 120 Lounge	£17195 118 159 10 £18595 118 159 10	1.25 60 Style 1.25 82 Style	£11895 59 120 4 £12395 80 120 7	1.5 TDCi 120 Zetec 1.5 TDCi 120 Zetec S	£20895 118 98 11 £22145 118 98 11
FERRARI		1.4 120 Trekking 1.3 Multijet 85 Pop Star	£19295 118 159 10 £17040 83 110 8	1.25 82 Zetec 1.6 105 Titanium Powershift	£13195 80 120 7 £16045 103 138 12	1.5 TDCi 95 Style 1.5T 150 Ecoboost Titanium	£19395 94 98 11 £22195 148 128 14
F12 2dr coupé Proper V12 Fer	rari with serious exclusiv-	1.3 Multijet 85 Lounge	£18440 83 110 9	1.6T 180 Ecoboost ST	£17545 180 138 30	1.5T 150 Ecoboost Zetec S	£21945 148 128 14
ty and appeal 5.3 V12	£239352 730 350 50	1.3 Multijet 85 Trekking 1.6 Multijet 105 Pop Star	£19140 83 114 7 £18040 103 117 17	1.6T 180 Ecoboost ST2 1.6T 180 Ecoboost ST3	£18545 180 138 30 £19545 180 138 30	1.5T 182 Ecoboost Titanium X 1.6 105 Style	£24920 180 128 14 £18180 103 139 11
F F 2dr coupé Four-seat Ferrar acks classic DNA	i estate has appeal but ★★★☆	1.6 Multijet 105 Lounge 1.6 Multijet 105 Trekking	£19440 103 117 18 £20140 103 122 15	1.5 TDCi 75 Style 1.5 TDCi 75 Zetec	£13995 74 98 8 £14795 74 98 9	1.6 125 Style auto 1.6 125 Titanium auto	£19945 123 146 14 £22445 123 146 14
6.3 V12	£227077 651 360 50	1.6 Multijet 120 Pop Star	£18540 118 120 17	1.5 TDCi 75 Titanium	£15795 74 98 9	1.6 125 Zetec	£20945 123 146 14
CALIFORNIA 2dr open Slee Now with turbocharger	★★★★ ☆	1.6 Multijet 120 Lounge 1.6 Multijet 120 Trekking	£19940 118 120 17 £20640 118 120 17	1.6 TDCi 95 Style ECOnetic S-S 1.6 TDCi 95 Zetec ECOnetic S-S	£15495 94 87 12	1.6 TDCi 115 Titanium 1.6 TDCi 115 Zetec	£22295 114 109 16 £20795 114 109 16
4.3 V8 3.9 V8 T	£152086 483 270 50 £154490 552 250 50	500L MPW 5dr mpv As above flexibility in its more expensive for		1.6 TDCi 95 Zetec S 1.6 TDCi 95 Titanium ECOnetic	£16145 94 95 12 £16495 94 87 12	1.6 TDCi 115 Zetec S 1.6 TDCi 95 Style	£22045 114 109 16 £19295 94 109 11
458 2dr coupé The complete :	supercar. Calm ride,	1.6 MultiJet 120 Lounge 7st	£21380 118 117 17	1.6 TDCi 95 Titanium X	£17295 94 95 13	2.0 TDCi 150 Titanium	£23735 148 109 16
explosive performance 4.5 V8 Italia	★★★★ £178461 570 307 50	1.6 MultiJet 120 Pop Star 7st 0.9 TwinAir 105 Pop Star 7st	£19880 118 117 17 £17330 103 112 11	The best supermini	****	2.0 TDCi 185 ST 2.0 TDCi 185 ST-2	£23595 178 110 34 £25095 178 110 34
4.5 V8 Speciale 458 SPIDER 2dropen The (£208090 597 275 50 complete supercar. Minus	0.9 TwinAir 105 Lounge 7st 1.4 95 Pop Star 5st	£18830 103 112 11 £15840 94 145 9	1.25 82 Style 1.6 105 Titanium Powershift	£12995 80 120 7 £16645 103 138 12	2.0 TDCi 185 ST-3 2.0T 250 Ecoboost ST	£27395 178 110 36 £23595 247 159 34
oof. A world-class head turner 1.5 V8	**** £198906 570 275 50	1.4 95 Lounge 5st 1.3 MultiJet 85 Pop Star 7st	£17340 94 145 9 £18380 83 110 8	1.6 105 Zetec Powershift 1.0 80 Zetec S-S	£15645 103 138 12 £14295 79 99 6	2.0T 250 Ecoboost ST-2 2.0T 250 Ecoboost ST-3	£25095 247 159 35 £27395 247 159 36
FIAT	2.70700 310 £13 30	1.3 MultiJet 85 Lounge 7st	£19880 83 110 9	1.0 80 Titanium S-S	£15295 79 99 7	2.0 TDCi 150 Titanium X	£25735 148 109 16
PANDA 5dr hatch Cheap, pra	ctical and very nearly	1.6 MultiJet 105 Pop Star 7st 1.6 MultiJet 105 Lounge 7st	£19380 103 117 17 £20880 103 117 17	1.0T 100 Ecoboost Zetec S-S 1.0T 100 Ecoboost Titanium S-		MONDEO 5dr hatch Still the comfortable, rewarding	e best big saloon. Practical ★★★☆
pot on	★★★★☆ £14995 84 105 6	500X 5dr hatch Familiar styl crossover. Drives okay, too		1.0T 100 E'boost TitaniumX S-S 1.0T 125 Ecoboost Titanium S-	£17045 99 99 11	1.5T EcoBoost 160 Zetec 1.5T EcoBoost 160 Titanium	£21345 158 134 23 £22545 158 134 23
.9 Twinair 85 Trekking	£13075 84 105 6	1.4 MultiAir 140 Pop Star	£17595 138 139 -	1.0T 125 E'boost TitaniumX S-S	£17545 123 99 16	2.0T EcoBoost 240 Titanium	£26045 237 169 -
.3 MultiJet 75 4x4 Antarctica .9 Twinair 85 Easy	£11375 84 99 7	1.4 MultiAir 140 Lounge 1.4 MultiAir 140 Cross	£19345 138 £18595 138	1.25 60 Style 1.25 82 Zetec	£12495 59 120 4 £13795 80 120 7	1.6 TDCi 115 Style 1.6 TDCi 115 Zetec	£21095 113 94 17 £22095 113 94 17
.9 Twinair 85 Lounge .9 Twinair 85 4x4	£11875 84 99 7 £14575 84 114 7	1.4 MultiAir 140 Cross Plus 1.3 MultiJet 95 Pop Star	£20345 138 £18095 94 109 -	1.5 TDCi 75 Style 1.5 TDCi 75 Zetec	£14595 74 98 8 £15395 74 98 9	1.6 TDCi 115 Titanium 2.0 TDCi 150 Style	£23295 113 94 17 £21845 148 107 23
.2 Pop	£9375 68 120 3	1.6 MultiJet 120 Pop Star	£19095 118	1.5 TDCi 75 Titanium	£16395 74 98 9	2.0 TDCi 150 Zetec 2.0 TDCi 150 Titanium	£22845 148 107 23
2 Easy 2 Lounge	£10675 68 120 3	1.6 MultiJet 120 Lounge 1.6 MultiJet 120 Cross	£20845 118 £20095 118	1.6 TDCi 95 Style ECOnetic S-S 1.6 TDCi 95 Zetec ECOnetic S-S	£16095 94 87 12	2.0 TDCi 150 Titanium Econeti	c £24045 148 107 23
.3 MultiJet 75 Pop .3 Multijet 75 Easy	£11575 74 104 7 £12375 74 104 7	1.6 MultiJet 120 Cross Plus 2.0 MultiJet 140 Cross AWD	£21845 118 £24095 118 147 -	1.6 TDCi 95 Titanium ECOnetic 1.6 TDCi 95 Titanium X	£17895 94 95 13	2.0 TDCi 180 Titanium MONDEO 5dr estate A vast	£24545 178 115 27 and enjoyable estate.
3 Multijet 75 Lounge 3 Multijet 75 Trekking	£12875 74 104 7		£25845 118 147 -	ECOSPORT 5dr hatch Pum developing world origins show t	ped up Fiesta okay, but	Reasonably priced. 1.5T Ecoboost 160 Titanium	★★★★☆ £23780 158 134 23
3 Multijet 75 4x4	£15575 74 125 7	economy. Still heavily dated thou	ıgh ★★★☆☆	1.0T Ecoboost 125 Titanium	£15995 123 125 11	1.5T Ecoboost 160 Zetec	£22580 158 134 23
OO 3dr hatch Super desirabl not involving, to drive	****	1.2 8v GBT	£11275 68 126 6 £11775 68 126 6	1.0T Ecoboost 125 Titanium X 1.5 112 Titanium	£16995 123 125 11 £14995 90 149 10	1.6 TDCi 115 Style 1.6 TDCi 115 Titanium	£22345 113 94 17 £24545 113 94 17
.9 TwinAir 105 GO .9 TwinAir 105 Lounge		1.2 8v Pop 1.3 85 Multijet Easy	£10175 68 126 6 £13775 85 90 13	1.5 112 Titanium X 1.5 TDCi 91 Titanium	£15995 90 149 10 £16495 90 120 10	1.6 TDCi 115 Zetec 2.0 TDCi 150 Style	£23345 113 94 17 £23095 148 107 23
.9 TwinAir 105 S	£14370 103 92 10	1.4 8v Easy	£11685 76 132 8	1.5 TDCi 91 Titanium X	£17495 90 120 10	2.0 TDCi 150 Titanium	£25045 148 115 23
.9 TwinAir 85 GO .2 Colour Therapy	£11220 68 113 9	1.4 8v GBT 1.3 85 Multijet GBT	£12185 76 132 8 £14275 85 90 13	more appealing by new cabin	good to drive, and made ★★★☆	2.0 TDCi 150 Titanium Econeti 2.0 TDCi 150 Zetec	c £25295 148 107 23 £24095 148 107 23
2 GO 3 MultiJet GO	£13670 68 113 9 £16070 94 97 14	PUNTO 5dr hatch MultiAir te	ch improves appeal and	1.6 125 Zetec S 1.0T 100 Ecoboost Style	£21095 123 146 14 £17595 99 105 10	2.0 TDCi 180 Titanium 2.0T Ecoboost 240 Titanium	£25795 178 115 27 £27295 237 169 -
.9 TwinAir 85 Lounge	£13740 84 92 10	1.2 8v Easy	£11875 68 126 6	1.0T 100 Ecoboost Zetec	£18595 99 105 10	KUGA 5dr 4x4 Bigger Kuga h	nas taken a stylistic step
		1.2 8v GBT 1.2 8v Pop	£12375 68 126 6 £10775 68 126 6	1.0T 100 Ecoboost Titanium 1.0T 100 Ecoboost Titanium X		backwards, but the strengths re 2.0 TDCi 180 Titanium X Sport	£32045 177 135 22
.9 TwinAir Cult .9 TwinAir 105 Cult		1.4 8v Easy 1.4 8v GBT	£12285 76 132 8 £12785 76 132 8	1.0T 125 Ecoboost Zetec 1.0T 125 Ecoboost Zetec S	£19095 123 108 14	1.5T 150 Ecoboost Zetec 2WD 1.5T 150 Ecoboost Titanium	£21000 148 143 20 £22645 148 143 20
.2 Pop	£10690 68 113 5	1.3 85 Multijet Easy	£14375 85 90 13	1.0T 125 Ecoboost Titanium	£20595 123 108 14	1.5T 150 Ecoboost Titanium X	£25395 148 143 20
2 Lounge 2 S	£12440 68 113 6 £12590 68 113 9	1.3 85 Multijet GBT	£14875 85 90 13	1.0T 125 Ecoboost Titanium X 1.5T 150 Ecoboost Zetec S	£20845 148 137 14	1.5T 150 Titanium X Sport 1.5T 182 Ecoboost Zetec AWD	£28345 148 143 20 £25160 180 171 21
.2 Cult .4 T-Jet Abarth	£13590 68 113 9 £14255 133 155 26	FORD KA 3dr hatch An anile drive an	nd energetic petrol engine	1.5T 150 Ecoboost Titanium 1.5T 182 Ecoboost Titanium X	£21095 148 137 14	1.5T 182 Ecoboost Titanium AV 1.5T 182 Ecoboost Titanium X	VD £26795 180 171 21
.3 MultiJet Lounge	£14840 94 97 15	Wooden ride	****	1.6 85 Studio	£13995 84 136 7	1.5T 182 Ebst Titanium X Sport	£32495 180 171 21
.3 MultiJet S .3 MultiJet Cult	£14990 94 97 14 £15990 94 97 14	1.2 Grand Prix III 1.2 Studio Connect	£11445 68 115 5 £9445 68 115 3	1.6 105 Style 1.6 125 Style auto		2.0 TDCi 150 Zetec 2WD 2.0 TDCi 150 Titanium 2WD	£22695 148 122 20 £24345 148 122 20
						600 5 82.5	
						1000	1-1/11
			-	188	TE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	



BMW i3 From £30,000
An electrified statement of intent. With a generous budget and modest miles in mind, the i3 is simply unbeatable. ★★★★☆



Audi A3 Sportback From £19,000 The Volkswagen Golf is our conventional hatch champ, but its sister car is almost as good if only an Audi will do. ★★★★☆



From £19,000
No, the V40 isn't perfect, but it's handsome, brilliantly well packaged and different − rare commodities.



BMW 1 Series From £20,000
It looks desperate from certain angles, but the BMW is still a sure bet. Arguably offers the most sporting drive.



Mercedes-Benz A-Class From £20,000
We're warming to the A-Class, although caution is still advised on how you spec it. Looks and cabin top notch. ★★★★☆



SPECIAL CARS DESERVE A SPECIAL KIND OF FINANCE COMPANY...

TOP PRESTIGE AND CLASSIC CAR BROKER

2015

WINNER

Leasing World

AWARDS



If you're thinking of financing or refinancing a prestige, sports or classic car, put our award-winning service to the test:

08450 944 997 www.oraclefinance.co.uk

Proud to be a Patron of
The Prince's Trust
Princes Tr



PLEASE NOTE: WE ARE A CREDIT BROKER AND NOT A LENDER. This means we act independently through a wide range of lenders to offer a broad and competitive choice of products and solutions. Oracle Asset Finance is not affiliated to any motor manufacturer. Please contact us for an individual finance quotation on any prestige or sports car. Finance & terms are subject to status. UK residents only, Oracle Asset Finance Limited is authorised and regulated by the Financial Conduct Authority for the sale

Make and Model Price Bhp CO _{5 gl} /km Insurance group Make and Model Price Bhp CO _{5 gl} /km Insurance groun	Make and Model Price Bit CO ₂ g/km Insurance group	Make and Model Price Bitp CO ₂ g/km Insurance group	Make and Model Price Bitp CO _{5.9} /km Insurance group	Make and Model Price Bhp CO _{2.9} /km
2.0 TDC1 ISO Titanium X ZWO £27095 148 122 20 1.8 I-VTEC EX Plus £24935 140 149 15 2.0 TDC1 ISO Titanium X Sport £30045 148 122 20 1.8 I-VTEC S £18650 140 146 13 2.0 TDC1 ISO Zetec AWO £24195 148 135 20 1.8 I-VTEC SE Plus £20565 140 149 14 2.0 TDC1 ISO Titanium AWO £26345 17 13 32 Z 1.8 I-VTEC SE Plus Hav £21175 140 149 14	flair ★★★☆ 1.6 CRDi 115 Active Blue Drive £15385 114 117 13	2.20 163 Luxury £35945 161 129 33 2.20 200 Luxury £37050 197 139 33	1.6 CRDi 126 4 ISG £22095 126 112 14 1.6 CRDi 126 4 Tech ISG £23995 126 112 15	DISCOVERY SPORT 5dr 4x4 Hugely alluring compact seven-seater ★★★★ 2.2 SD4 190 SE £32395 188 162 28 2.2 SD4 190 SE Tech 2.3 SD4 190 SE Tech £33895 188 162 28
2.0 TOC1 180 Titanium X AVIO 22905 177 135 22 1.6 FVTEC S-Nav £19260 140 146 14 ★★★★☆ ACCORD 4df saloon Comfortable interior. Fidely dash ACCORD 4df saloon Comfortable interior. Fidely dash	1.4 Class £12515 89 140 7 1.4 Active £13665 89 140 8 1.4 Style £14615 89 140 8	XJ 4dr saloon Modern looks finally match modern dynamics ★★★☆ 3.0 V6 S-C Premium Luxury £65995 336 224 -	Schreyer, but also forgettable ★★★☆ 1.4 98 VR7 £16400 99 148 8 1.4 CRDi 89 1 ISG £17295 89 109 6	2.2 SD4 190 HSE £37595 188 162 31 2.2 SD4 190 HSE Luxury £41195 188 162 31 RANGE ROVER EVOQUE 3dr 4x4 A new class of
1.0T 100 Ecoboost Zetec S-S £18659 99 117 10 and forgettable drive ★★★★☆ 1.0T 125 Ecoboost Zetec S-S £19195 123 117 13 2.0 I-VTEC ES £23000 154 159 1.0T 100 Ecoboost Titanium S-S £20195 99 117 10 2.0 I-VTEC ES 6T £24120 154 159 24 1.0T 125 Ecoboost Titanium S-S £26055 123 117 13 2.0 I-VTEC ES 6T Nav £25320 154 159 24 1.0T 125 Ecoboost Titanium S-S £26055 123 117 13 2.0 I-VTEC ES 6T Nav £25320 154 159 24	1.6 Style Au £15960 123 154 10 1.4 CRDi 90 Class £13835 89 119 9	3.0 V6 S-C Premium Luxury LWB £69150 336 224 - 3.0 V6 S-C Portfolio £73450 336 224 - 3.0 V6 S-C Portfolio LWB £76450 336 224 - 5.0 V8 S-C Supersport LWB £95895 503 270 50	1.6 CRDi 126 3 ISG £21495 126 116 13	desirability for the SUV 2.2 eD4 150 Pure Tech 2WD 2.2 SD4 190 Pure Tech 4WD 2.3 SD4 190 Pure Tech 4WD 2.3 SD4 190 Dynamic 4WD 2.3 SD4 190 Dynamic 4WD 339305 188 149 34
1.0T 125 E'boost Titanium XSS 1226 91 123 117 14 2.0 I-VTEC EX 226560 154 162 24 1.6T 150 Zetec £17655 103 149 11 2.4 I-VTEC EX £27890 198 199 27 1.6T 150 Ecoboost Titanium X-S £20855 148 144 19 2.4 I-VTEC EX ADAS £30290 199 199 27	dling. Very competitive 1.6 GDI S 2WD £17150 133 158 14 1.6 GDI S B'Drive 2WD ISG £17330 133 149 14	5.0 V8 S-C 550 XJR £92395 542 270 50 3.0D V6 Luxury £56870 271 159 48 3.0D V6 Luxury LWB £59980 271 167 48	1.6 CRDi 126 4 Tech ISG £25195 126 116 15 PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable ★★★☆☆	RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV 2.0 Si4 240 Dynamic Lux 4WD £46210 237 181 39
1.6T182 E'boost Titanium XS £23605 180 144 22 2.2+DTEC150 ES £25400 148 138 24 1.6 TDC1115 Zetec £19150 114 117 16 2.2+DTEC150 ES GT Nav £26320 148 138 24 1.6 TDC1115 Titanium £20550 114 117 16 2.2+DTEC150 ES GT Nav £27520 148 138 24 1.6 TDC1115 Titanium X £22650 114 117 16 2.2+DTEC150 EX £28795 148 141 25	1.6 GDI SE B'Drive 2WD ISG £18930 133 149 14 1.6 GDI SE Nav 2WD £19800 133 158 14	3.0D V6 Premium Luxury LWB £63780 271 167 48 3.0D V6 Portfolio £67870 271 159 49	1.6 GDi 133 S ISG £17895 133 124 14 1.6 GDi 133 SE £19905 133 137 15	2.2 eD4 150 Pure 2WD £29205 148 133 28 2.2 eD4 150 Pure Tech 2WD £31205 148 133 29 2.2 SD4 190 Pure 4WD £31505 188 149 32 2.2 SD4 190 Pure Tech 4WD £33505 188 149 33
2.0 TOCI 140 Titanium £21725 138 129 20 2.2 i DTEC 150 EX ADAS £31195 148 141 26 2.0 TOCI 163 Titanium X £24225 161 129 22 2.2 i DTEC 180 Type S £31435 177 147 29 GRAND C-MAX 5d rmpv Fun and practical small seven seater ★★★★★ ACCORD TOURER 6d restate & above but more	1.7 CRDi Premium 2WD £23000 114 139 14 1.7 CRDi Prem'Panorama 2WD £23800 114 139 14	rigidity mean it's better too	1.6 T-GDI 201 GT Tech £22905 201 171 30 1.6 CRDI 126 S ISG £18995 126 100 13	2.2 SD4 190 Dynamic 4WD
1.0T 100 Ecoboost Zetec S-S £20295 59 119 10 desirable and useful ★★★★☆ 1.0T 125 Ecoboost Zetec S-S £20795 123 119 13 2.0 i-YTEC ES £24680 154 163 23 1.0T 100 Ecoboost Itanium S-S £21795 59 119 10 2.0 i-YTEC ES 6T £25655 154 163 24	1.7 CRDI SE 2WD £20250 114 139 14 2.0 CRDI Premium 136 4WD £25900 134 149 18 2.0 CRDI Prem' Panorama 4WD £26700 134 149 18	5.0 V8 R £85000 542 259 50 F-TYPE 2dr open Serious money. But it buys a serious car with a likeable wild side ★★★☆	1.6 CRDi 126 SE Tech £23095 126 112 13 SOUL 5dr hatch Looks divide opinion. Better value now, but still hardly the best option ★★★☆☆	5.0 V8 S Aubiography LWB £110150 503 299 50 3.0 TDV6 Vogue £74950 254 182 45 3.0 TDV6 Vogue SE £81850 254 182 50
1.0T 125 Ecoboost Titanium S-S E22295 123 119 13 2.0 IVTEC ES 6T Nav E26865 154 163 24 1.0T 125 E'boost Titanium S-S E22250 188 149 19 2.4 I-VTEC EX ADAS E31950 198 201 27 1.6T 180 E'boost Titanium S-S E22250 180 149 12 2.4 I-VTEC EX ADAS E31950 198 201 27 1.6T 182 E'boost Titanium S-S E26950 180 149 22 2.4 I-VTEC L'SD ES E26895 180 149 12 2.4 I-VTEC L'SD ES E26895 180 149 22 2.4 I-VTEC L'SD ES 2.4	2.0 CRDi SE Nav 136 4WD £24200 134 149 18 SANTA FE 5dr 4x4 An injection of class has enhanced	3.0 V6 S £67535 375 213 50 5.0 V8 S £79995 488 259 50	1.6 GDi Start £12800 130 158 9 1.6 GDi Connect £15000 130 158 10	3.0 TOV6 Aubiography £91550 254 182 50 3.0 SDV6 Hybrid Aubiography £102450 335 164 50 4.4 SDV8 Vogue £81950 308 219 50 4.4 SDV8 Vogue SE £88850 308 219 50
1.6 TDC1 115 Zetec £20745 114 124 16 2.2 ± DTEC 150 ES GT £27870 148 143 24 1.6 TDC1 115 Titanium £22045 114 124 16 2.2 ± DTEC 150 ES GT Nav £29070 148 143 24 1.6 TDC1 15 Titanium X £24045 114 124 16 2.2 ± DTEC 150 EX £30330 148 146 25 2.0 TDC1 140 Titanium £23250 138 134 2 2.2 ± DTEC 150 EX ADAS £32730 148 146 26	2.2 CRDi SE 4WD 7st £29145 194 159 19 2.2 CRDi Premium 4WD 5st £30595 194 159 19	chunky looks but no obvious charm ★★★☆☆		4.4 SDV8 Aubiography £98550 308 219 50 4.4 SDV8 Aubiography LOR 1 106250 308 219 50 RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant
2.0 TDC i 163 Titanium X £25750 161 134 22 2.2 i - DTCC 180 Type S £32925 177 150 29 ungainly. Still the benchmark ★★★☆ HR-V 5dr hatch Cleverly packaged and comfortable	2.2 CRDi Premium SE 4WD 7st £35395 194 159 20 INFINITI	1.4 Multiair Ltd £22395 138 - - 1.4 Multiair Opening Edition £22695 138 - - 1.6 E-tor O Sport £16995 108 - -	1.6 CRDi Mixx £19950 126 132 10 1.6 CRDi Maxx £21750 126 132 11 OPTIMA 4dr saloon Looks the part, but is well off the	5.0 V8 S Aubiography Dynamic £84350 503 298 49 3.0 SDV6 HSE £61950 288 185 43 3.0 SDV6 HSE Dynamic £67150 288 185 43
1.61160 EcoDoost Zelec S-5 £23310 158 159 18 crossover. Bland performance though ★★★☆ 1.6160 Eco Tnium S-5 £25060 158 159 19 1.5-I-VTEC EX £23195 128 2.0 203 Ecoboost Titanium auto £26735 200 189 22 1.5-I-VTEC S £17995 128 2.0 240 Tit. X Sp. Au £31485 237 194 27 1.5-I-VTEC S £19745 128	with some novel touches ★★★☆ 3.5 S Hybrid Sport AWD £42340 359 144 42	1.6 Multijet Sport £18695 118	1.7 CRDi 1 ISG £19995 134 128 17 1.7 CRDi 3 ISG £25795 134 128 20	3.0 SDV6 Aubiography Dynamic £77850 288 185 45 4.4 SDV8 Aubiography Dynamic £84350 334 219 47 LEXUS
1.6 TDC1115 Zetec S-5 £24110 114 139 16 1.5 FVTEC SE Navi £20355 128 1.6 TDC1115 Eco Tium S-5 £25860 114 139 17 1.6 F DTEC SE £19745 118 2.0 TDC1140 Zetec £24295 138 139 17 1.6 F DTEC SE Navi £21495 118 2.0 TDC1140 Titanium £26045 138 139 18 1.6 F DTEC SE Navi £22105 118	2.0t Sport £34825 208 146 40 2.0t Sport Tech £39725 208 146 40		high price disappoint ★★★☆ 1.4891 ISG £11995 89 130 8	CT 5dr hatch Makes sense only as a company car. Not fun ★★★☆ 200h S £21245 134 82 19 200h SE £22745 134 94 19
2.0 TDC1 I63 TitAnium E26645 161 139 19 1.6 + DTEC EX E24945 118 - 2.0 TDC1 I63 Tit.X Sp. £30395 161 139 21 CR-V 5 dr 4X 1 he CR-V soldiers on. But it's hermion in 2.7 TDC2 000 Titanium £27870 197 174 26 by cleverer competition ★★★★☆	3.5 S Hybrid Sport Tech	2.0 Multijet Opening Edition £25695 138 - - 2.0 Multijet Trailhawk £27995 168 - - WRANGLER 3dr 4x4 Heavy-duty off roader lacks	1.4 89 SR7 ISG £13595 89 130 9 1.4 89 2 ISG £13895 89 130 9 1.6 123 3 ISG £16190 123 139 13	200h Advance £24245 134 94 19 200h Luxury £24745 134 94 20 200h F Sport £26995 134 94 20
2.2 TOC 200 Tit. X.Sp. £31620 197 TIA 26 1.6 FOTEC 120 SE*Nav 2WD £26740 118 TIS 22 GALAXY 5dr mpv Huge seven-seat MPVL Exest to place 1.6 FOTEC 120 SR 2WD £24300 118 TIS 22 on the road. Not cheap ★★★★ 1.6 FOTEC 120 SR 2WD £28495 118 TIS 12 2.2 TOCi 200 Titanium X £32875 197 TP9 27 2.0 FVTEC 2WD £22345 154 168 22	2.2d Premium Tech £37550 168 114 30 2.2d Sport £33420 168 118 30	on-road manners ★★☆☆ 3.6 V6 Sahara £30240 276 263 - 3.6 V6 Overland £32390 276 263 - 3.6 V6 Rubicon £31140 276 270 -	1.6 123 2 auto £15810 123 154 11 1.6 123 3 auto £17290 123 154 11 1.4 CRDi 89 2 £15195 89 119 10 1.4 CRDi 89 SR7 £14895 89 119 10	200h Premier £29745 134 94 21 154 dr saloon Sleek junior exec, well made and interesting, Needs a better diesel ★★☆☆ 250 SE £26495 204 199 32
1.6160 Ecoboost Zetecs - S £25670 158 167 18 2.0 VTEC S- Hav 2WD £23245 154 168 22 1.6160 Eco Trium S-S £27570 158 167 18 2.0 VTEC SE 2WD £2451 154 168 22 1.6160 Eco Trium S-S £30070 158 167 18 2.0 VTEC SE Awa 2WD £25685 154 168 22 2.0 203 Ecoboost Titanium anto £29235 200 189 24 2.0 VTEC SE £25615 154 163 22	entertaining ***** 3.7 V6 060 GT £36790 315 246 45			250 Luxury £27995 204 199 33 250 F Sport £30495 204 213 33 250 Premier £35495 204 213 34 300h SE £28995 217 99 31
2.0 203 Ecoboost Titan X auto £31735 200 189 25 2.0 I-VTEC SE-Nav £26785 154 173 22 1.6 TDC115 Zetec S* £26460 114 139 16 2.0 I-VTEC SR £28595 154 177 23 1.6 TDC115 Eco Trilum S* £28360 114 139 17 2.0 I-VTEC LY £30400 154 177 23 1.6 TDC115 Eco Tit. X S* £30860 114 139 18 1.6 I-DTC12 OS 2WD £23400 118 115 22	3.7 V6 060 S Premium £41870 315 246 45 Q60 COUPE CABRIOLET 2dr open Desirable, enjoyable coupe-cabriolet. Poor residuals ★★☆☆	3.6 V6 Sahara £31910 276 273 - 3.6 V6 Overland £34060 276 273 - 3.6 V6 Rubicon £32810 276 273 22	1.7 CRDi 3 Sat Nav ISG £25250 136 132 16 1.6 GDi 1 ISG £18195 133 149 13 1.6 GDi 2 ISG £19600 133 149 13	300h Luxury £30995 217 103 32 300h F Sport £32495 217 109 32 300h Premier £36750 217 109 33
2.0 TDCi 140 Zelec £26.65 138 139 20 1.6 - DTCC 140 SE 2WD £25.570 118 11 5 2 2.0 TDCi 140 Titanium £28.545 138 139 20 1.6 - DTCC 160 SE 2WD £25.570 158 129 26 2.0 TDC1 140 Titanium £31045 138 139 21 1.6 - DTCC 160 SE - Nav £28740 158 129 26	Q70 4dr saloon Pleasant, well-equipped big saloon ★★★☆ 3.5 Hybrid Premium £43250 235 145 45	2.8 CRD Overland Axle+ £33445 197 230 25 2.8 CRD Sahara £31895 197 217 24 2.8 CRD Sahara Axle+ £31295 197 230 24	1.7 CRDi 114 2 ISG £20995 114 124 12 1.7 CRDi 134 2 Au £22400 136 159 16 1.7 CRDi 134 3 ISG £24300 136 132 16	GS 4dr saloon Refreshingly different, but lacks a diesel engine ★★★☆ 300h SE 531495 179 179 113 300h Luxury £37495 179 113 32 179
2.0 TOC1 163 Titanium	3.7 Sport Tech £44850 315 145 45 2.2d Premium £33400 168 129 46		SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent too ★★★☆ 1.7 CRDI 4 2WD ISG £25000 114 143 14 2.0 CRDI KX-1 4WD £21500 134 149 16	
GINE TA 110 5dr hatch Second genil 0 still close to the best.	2.2d Sport Tech £38950 168 129 46	2.0 Ltd 140 £33810 138 147 - 2.0 Longitude 170 Au £30610 168 - 29	1.6 GDi 2 2WD ISG £19800 133 149 15	450h Premier £51495 338 141 42 LS 4dr saloon Uninspiring luxury barge with a huge kit list attached ★★★☆ 460 Luxury £71995 382 249 48
1.0 SE 1	3.7 V6 OX GT £38980 315 265 44 3.7 V6 OX GT Premium £42580 315 265 45 3.0d £34490 235 224 43	2.0 Longitude Plus 140 FWD £28310 138 139 - 2.0 Longitude Plus 140 £30310 138 147 - 2.0 Longitude Plus 170 Au £32810 168 - 29	1.7 CRDi 3 2WD ISG £23100 114 143 13 1.7 CRDi 3 SatNav 2WD ISG £23900 114 143 13 2.0 CRDi KX-2 4WD £23600 134 149 17	460 F-Sport £74495 382 249 49 600h L Premier £99995 439 199 50 600h L Premier Night View £101510 439 199 50
tile, if not thrilling supermini 1.2 i-VTEC SE 1.397 1.2 i-VTEC SET 1.3 i-VTEC SET 1.4 i-VTEC SET 1.4 i-VTEC SPlus 1.4 i-VTEC SPlus 1.5 i-VTEC SPlus 1.6 i-VTEC SPlus 1.7 i-VTEC SPlus 1.8 i-VTEC SPlus 1.9 i-VTE	3.0d GT Premium £42045 235 224 44 QX70 5dr 4x4 Big, powerful SUV. None of the finesse of the X5 or Range Rover ★★☆☆	3.0 V6 190 CRD Laredo £38895 188 198 36	2.0 CRDi KX-3 4WD nav £26300 134 156 17 2.0 CRDi KX3 4WD sn au £27610 134 183 17 2.0 CRDi 181 KX-4 4WD £28200 134 158 19	300h S 2WD £29495 195 116 29
1.4-WTECES Plus-T £1890 99 129 12.75.5 £10695 76 112.5 1.4-WTECS-IT £11990 99 129 16.2.75.5 kir £1145 76 112.5 1.2-WTECS £11695 89 123 13 12.84 SE £12725 84 119 1.2-WTECS A-C £12545 89 123 13 12.84 Premium £13725 84 119 6 5 8 119 8 123 13 12.84 Premium £13725 84 119	3.7 V6 GT Premium £47700 315 282 49 3.7 V6 S £45350 315 282 49	3.0 V6 CRD Ltd Plus £44495 247 198 41 3.0 V6 CRD Overland £48195 247 198 41		300h SE £31495 195 121 31 300h L Sury £34495 195 121 31 300h F Sport £36995 195 121 32 300h Premier £42995 195 121 33
1.2 i-VTEC S-T £12690 89 123 13 1.2 84 Premium SE £14725 84 119 6 1.2 i-VTEC S-T A-C £13540 89 123 13 1.4 100 SE £13325 98 127 10	5.0 V8 S Premium £54750 385 307 49 3.0d GT £43100 235 225 49 3.0d GT Premium £47550 235 225 49	KIA PICANTO 3dr hatch Nice drive and cabin, but over- shawdowed now by rivals ★★★☆	2.2 CRDi KX-3 £35845 197 161 26	RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense ★★★★☆ 450h SE £4495 245 145 40 450h Luxury £48495 245 145 41
1.3 IMA Hybrid HS £17650 97 104 16 £1 CRD1 75 S Blue £12445 74 84 6 1.3 IMA Hybrid HS-T £18645 97 104 16 £1 CRD1 75 S Blue £14225 74 103 6 1.3 IMA Hybrid HS £19250 97 104 16 £1 CRD1 90 S E £14725 89 106 11	3.0d \$ Premium £49650 235 225 49 JAGUAR	1.0 VR7 £9645 68 99 6 1.0 1 £8145 68 99 3 1.25 White ISG £11845 84 106 11	X-BOW Odr unknown Eccentric looks, sharp handling. Expensive ★★★☆ 2.0 Street £49980 237 185 -	450h F Sport £51995 245 145 42 450h Premier £55495 245 145 41 RC-F 2dr coupé An also-ran in the segment, although
1.3 IMA Hybrid HLT £20245 97 104 17 1.4 CRDI 90 Premium £15725 89 106 12 1.4 I-VITEC EXI £1599 99 129 16 1.4 CRDI 90 Premium £16725 89 106 12 1.4 I-VITEC EXI £17195 99 129 16 1.30 5dr hatch As good as we've come to expect, but not. 1.4 I-VITEC EXI £16990 99 129 16 one incluebuter ★★★★☆	Drives better than a 3 Series. Nuff said ★ ★ ★ ★ 2.0i 200 SE £26995 197 179 2.0i 200 Prestige £27995 197 179	1.25 Quantum ISG £11995 84 106 12 PICANTO 5dr hatch Nice drive and cabin, but overshawdowed now by rivals ★★★☆☆	2.0 Superlight £79305 237 185 - - 2.0 ABT Sp.line 300 £59755 296 189 - -	naturally-aspirated V8 is easy to like ★★★☆ 5.0 V8
1.4 VTEC ELI-T	2.0i 240 R-Sport £33095 237 179 - 2.0i 240 Portfolio £33745 237 179 -	1.01 £8345 68 99 3 1.01 Air £8945 68 99 4	flaws are just as obvious ★★★☆	ELISE 2dr open Pure sports car. Great chassis and steering, low running costs ★★★★☆ 1.6 Club Racer £28580 134 149 43
1.4 i-VTEC S £15975 99 129 5 1.6 cR00 110 Blue Drive S £17195 109 94 11 1.4 i-VTEC S-Mav £16815 99 129 5 1.6 cR00 110 Blue Drive S £18495 109 94 11 1.6 i-DTEC EX Plus £25140 118 98 16 1.6 cR00 1136 Blue Drive Permiu £22295 134 102 1.6 i-DTEC S £18755 118 94 15 130 TOUMER 6 drestate As good as we've come	2.0d 163 SE £29775 161 99 - 2.0d 163 Prestige £30775 161 99 - 2.0d 163 R-Sport £32325 161 99 -	1.25 2 ISG £10545 84 100 7 1.25 3 £11545 84 109 10	AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect ★★★☆	1.6 £29050 134 149 43 1.6 Sport £30050 134 149 43 1.8 S £37205 217 175 43 EXIGE 2dr coupé Sharp, uncompromising track car.
1.6-DTEC SE Plus £20570 118 94 15 to expect, but not one inch better ★★★★★ 1.6-DTEC SE Plus-Nav £21180 118 94 15 1.6-120 SE £18195 118 145 9 1.6-DTEC S-Nav £19365 118 94 15 1.6-120 SE £18195 118 145 9	2.0d 180 SE £30275 178 109 - 2.0d 180 Prestige £31275 178 109 - 2.0d 180 R-Sport £33025 178 109 -	saloon pace ***** 1.251 £10345 83 115 2 1.25 SR7 £11845 83 115 3	road, crude on it ★★★☆☆	Unforgiving on road 3.5 V6 S £54610 345 236 47 EVORA 2dr coupé Sublime combination of pliant ride
1.8 i-VTEC \$ £17635 140 137 13 140 4dr saloon Useful, inoffensive and well-priced. No 1.8 i-VTEC \$ E Plus £19565 99 145 14 fireworks here ★★★☆☆	XF 4dr saloon Sublime Brit exec. Great interior and dynamics. XFR a five-star car ★★★★ 2.2D 163 Portfolio £37195 161 129 33	1.4 2 ISG £13045 107 114 7 1.4 3 ISG £14445 107 114 7 1.4 CRDi 3 ISG £15545 89 98 6	90 2.20 S'Wagon £25265 120 269 25 90 2.20 County £27305 120 269 25 90 2.20 XS S'Wagon £30505 120 269 26	and sweet handling 3.5 V6 £53080 276 217 50 3.5 V6+2 £54980 276 217 50 3.5 V6 Sp. Racer £58850 276 217 50
1.8 i-VTEC SE Plus-Nav £20175 99 145 1 4 1.7 CRDi 115 B'Drive Premium £23485 114 113 13 1.8 i-VTEC S-Nav £18245 140 137 14 1.7 CRDi 115 B'Drive Style £21205 114 113 13 1.8 i-VTEC Sport £22135 99 145 14 1.7 CRDi 115 B'Drive Active £19105 114 113 13 1.8 i-VTEC Sport £19615 99 145 14 1.7 CRDi 113 B'Drive Active £19905 31 4 119 16	2.2D 163 R-Sport £34695 161 129 33 2.2D 200 R-Sport £36250 197 139 38 5.0 V8 SC XFR £65440 503 270 46	CEED 5dr hatch Another looker from Schreyer, but dynamically forgettable 1.4 98 VR7 £15400 99 143 8	DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it 110 2.2D Hard Top £25010 120 295 26 110 2.2D County Utility Wagon £29550 120 295 -	3.5 V6 S £62290 345 229 50 3.5 V6 S +2 £64190 345 229 50 3.5 V6 S Sp. Racer £66850 345 229 50
1.8 - WTEC Sport-Nav £20225 99 14.5 I 4.1 C RDN 136 B*Drive Style £222005 134.119 L7 1.6 - DTEC Sport Nav £20820 118 98 15 1.7 C RDN 136 B*Drive Premium £24405 134 119 17 1.6 - DTEC Sport-Nav £21430 118 98 15 140 TOURER 5 dre estate Useful, inortiensive and	2.2D 163 Luxury £33445 161 129 33 2.2D 200 Luxury £34550 197 139 38 2.2D 200 Portfolio £38700 197 139 40	1.4 98 1 £14805 99 139 7 1.4 98 2 £16805 99 143 8 1.6 GDI 133 2 ISG £17595 128 124 12	110 2.20 Utility Wagon £27620 120 295 - 110 2.20 S'Wagon £27620 120 295 27	MASERATI GHIBL1 4dr saloon Classy and entertaining but less polished than a 5-Series ★★★☆ 3.0 V6 £53575 325 223 50
1.6 i-DTEC S £19755 118 99 15 1.7 CRDi 136 B'Drive Active £21155 134 119 16	XF 5dr sportbrake Handsome estate wins hearts, if not heads ★★★☆	1.6 GDI 133 4 ISG £20600 128 137 13 1.6 GDI 133 4 Tech ISG £22500 128 137 15 1.6 T-GDI 201 GT £20705 201 171 29	110 2.2D XS Utility Wagon £32405 120 295 - DISCOVERY 5dr 4x4 The best compromise between off and on-road ability *****	3.0 V6 S £64720 404 242 50 3.0D V6 £49160 271 158 50 QUATTROPORTE 4dr saloon Not quite as sophisti-
1.6 - DTEC SE Plus £21570 118 99 15 1.7 CRDi 136 Blue Style £22255 134 119 16 1.6 - DTEC SE Plus - Los - L		1.4 CRDi 89 1 £16095 89 109 6 1.6 CRDi 126 1 ISG £16695 126 97 12	3.0 SDV6 255 XS £46865 252 213 40	cated as it might have been. ******* 3.0 V6 S £81555 404 242 50 3.8 V8 GTS £109625 523 274 50 3.00 V6 £69235 271 164 50



WINDREAM CAR

ENTER NOW AT BOTB.COM

Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
_				Make		_	Price Bhp CO ₂ g
GRANTURISMO 2dr coupé coundtrack, average chassis 1.2 V8	+ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	B200 AMG Line B180 CDI SE ECO B180 CDI SE	£24595 154 130 16 £22575 108 94 15 £22575 108 108 15	S350 Bluetec L AMG Line CLS 4dr saloon Saloon-like prewards	£70940 254 154 50 practicality, coupe-like	MITSUBISHI 15dr hatch Electric city tra ludicrously expensive	ansport. Fun, quirky but ★★★☆
1.7 V8 Sport 1.7 V8 MC Stradale	£90810 453 331 50 £110135 453 360 50	B180 CDI Sport B180 CDI AMG Line	£23170 108 108 15 £24465 108 108 15	400 AMG Line 63 AMG S	£55855 328 170 50 £86510 577 231 50	MiEV Keiko	£28554 63 0 27 ghtforward hatchback. Not for
GRANCABRIO 2dr open Fa coundtrack, average chassis		B200 CDI SE B200 CDI Sport	£23650 134 111 20 £24245 134 111 20	220 BlueTec AMG Line 350 BlueTec AMG Line	£46500 175 129 44 £49950 254 - 46	the likes of us 1.0 70 MIVEC 1	★★★☆☆ £9054 70 96 15
1 <mark>.7 V8</mark> 1.7 V8 Sport	£98340 433 337 50 £103935 453 337 50	B200 CDI AMG Line B220 CDI Sport	£25540 134 111 20 £27125 168 107 25	CLS 5dr shooting brake Sal coupé-like rewards		1.2 79 MIVEC 2 1.2 79 MIVEC 3	£11054 79 96 18 £12054 79 100 18
MAZDA		CLA 4dr saloon Attractive fr ing from others. Dynamics to m	om some angles, unappeal-	63 AMG S 220 BlueTec AMG Line	£87010 577 231 50 £48080 175 129 44	ASX 5dr hatch Engine set otherwise unexceptional	s a new standard, but ★★★☆
2 5dr hatch Much more grown omfortable - if slightly less fun	****	CLA 200 CDI AMG Sport CLA 200 CDI Sport	£29125 134 117 27 £26925 134 117 27	350 BlueTec AMG Line GLA 5dr 4x4 Not the most pr			£15184 115 137 13 £17435 115 137 13
.5 75 SE .5 75 SE-L	£11995 74 110 - £12995 74 110 -	CLA 250 AMG Sport 4Matic CLA180 Sport	£33405 208 154 24 £24775 121 130 23	looking and very decent to drive GLA250 AMG Line 4Matic	£31295 208 154 34	1.8 DID 3 2WD 1.8 DID 4 4WD	£19435 114 136 19 £23434 114 136 19
.5 90 SE-L .5 90 SE-L Nav	£13995 90 105 - £14395 90 105 -	CLA180 AMG Sport CLA45 AMG	£26975 121 130 24 £42270 354 161 45	GLA45 AMG 4MATIC GLA200 CDI Sport	£44600 354 175 - £26265 134 119 25	2.2 DiD 4 4WD auto SHOGUN 5dr 4x4 Has its	
5 90 Sport 5 90 Sport Nav	£14995 90 105 - £15395 90 105 -	CLA220 CDI Sport CLA220 CDI AMG Sport	£29775 168 117 27 £31975 168 117 28	GLA200 CDI Sport 4Matic GLA200 CDI AMG Line	£29215 134 119 25 £27210 134 119 25	finesse, but still charming 3.2 Di-DC SG2	★★☆☆☆ £29544 197 213 32
.5 115 Sport Nav .5D 105 SE-L .5D 105 SE-L Nav	£15995 113 117 - £15995 104 89 - £16395 104 89 -	C-CLASS 2dr coupé Nice b and driver reward C63 AMG Edition 507	± ★ ★ ★ ☆ £68495 451 280 44	GLA220 CDI 4Matic AMG Line GLA220 CDI Sport 4Matic GLA220 CDI AMG Line 4Matic	£30215 134 119 25 £30645 168 129 28 £31645 168 129 29	3.2 Di-DC SG3 auto 3.2 Di-DC SG4 auto OUTLANDER 5dr 4x4 F	£34744 197 224 34 £37744 197 224 34
.5D 105 Sport .5D 105 Sport Nav	£16995 104 89 - £17395 104 89 -	C180 AMG Sport Edition C220 CDI Exec SE	£29965 154 149 35 £31130 168 109 34	G-CLASS 5dr 4x4 Massively mised, but with character to spi	y expensive and compro-	although very ordinary insid 2.0 PHEV GX3h	
5dr hatch Refined, well-price ynamically satisfying, too		C220 CDI AMG Sport Edition C250 CDI AMG Sport Edition	£32460 168 133 38 £33515 201 143 41	G350 BlueTEC G63 AMG	£86445 208 295 - £129665 537 322 -	2.0 PHEV GX4h 2.0 PHEV GX4hs	£37954 200 44 27 £40054 200 44 24
5 100 SE 5 100 SE Nav	£16995 99 119 13 £17595 99 119 13	C-CLASS 4dr saloon Stella increase appeal; engines not so	r cabin and polished drive	GL-CLASS 5dr 4x4 Decent size. Nice cabin, too		2.0 PHEV GX5h 2.0 PHEV GX5hs	£42954 200 44 28 £45054 200 44 24
.0 120 SE .0 120 SE Nav	£17295 118 119 17 £17895 118 119 17	C200 SE C200 Sport	£27270 181 123 31 £29265 181 124 31	GL350 BlueTEC AMG Sport GL63 AMG		2.2 DI-D GX2 4WD 2.2 DI-D GX3 4WD	£23984 148 138 22 £26784 148 140 23
.0 120 SE-L .0 120 SE-L Nav	£18795 118 119 18 £19395 118 119 18	C200 AMG Line C63 AMG	£30890 181 128 31 £59800 469 192 -	SLK 2dr open Enthusiastic, r all-weather roadster		2.2 DI-D GX4 4WD 2.2 Di-D GX4s 4WD Au	£30684 148 140 24 £34234 148 153 22
.0 120 Sport Nav .0 165 Sport Nav	£20195 118 119 18 £21920 162 135 22	C63 AMG S C200 Bluetec SE	£66550 503 192 - £28985 134 102 25	200 CGI BlueEff Sport 250 CGI BlueEff Sport	£34750 181 158 41 £38710 201 169 44	MORGAN	
2D 150 SE 2D 150 SE Nav	£19645 148 107 23 £20245 148 107 24	C200 Bluetec Sport C200 Bluetec AMG Line	£30980 134 102 25 £32475 134 102 25	350 CGI BlueEff Sport SLK55 AMG	£44610 302 167 45 £55350 416 195 47	3 WHEELER Odr open I and not a little special	****
2D 150 SE-L 2D 150 SE-L Nav	£21145 148 107 24 £21745 148 107 24	C220 Bluetec SE C220 Bluetec Sport	£29780 168 103 31 £31775 168 104 31	SLK250 CDI SLK250 CDI AMG Sport	£33150 201 132 42 £37150 201 132 43	1.9 115 Sport 1.9 115 Bespoke	£31140 115 215 - £34000 115
2D 150 Sport Nav 4dr saloon A compelling mix		C220 Bluetec AMG Line C250 Bluetec SE	£33270 168 104 31 £32435 201 117 35	SL 2dr open Big, luxurious ar farm. Merc at its best.	****	AERO SUPERSPORTS	
erformance. Interior a let down O 145 SE	£19795 143 129 18	C250 Bluetec Sport C250 Bluetec AMG Line	£34430 201 117 35 £35925 201 117 35	SL400 AMG Sport SL500 AMG Sport	£72505 329 178 50 £81920 429 212 50	kerbside status, but pricey 4.8 V8	★★☆☆ £126900 390 269 -
.0 145 SE Nav .0 145 SE-L	£20495 143 129 18 £20795 143 129 16	C300 Bluetec Hybrid SE C300 Bluetec Hybrid Sport	£35045 201 94 - £37040 201 94 -	SL63 AMG SL65 AMG	£112520 557 231 50 £170825 621 270 50	4-4 2dr open Has its apportive	***
.0 145 SE-L Nav .0 165 Sport Nav	£21495 143 129 16 £24595 162 135 19	C300 Bluetec Hybrid AMG Line C-CLASS 5dr estate Decer	nt practicality and	AMG GT 2dr coupé Clever a for the SLS. Different, but very g	100d ★★★★☆	PLUS 4 2dr open Has its	
.2D 150 SE .2D 150 SE Nav	£22295 148 108 21 £22995 148 108 21	fantastic interior - but only oka C200 Bluetec AMG Line	£33675 134 102 25	4.0 V8 4.0 V8 S	£97200 456 216 50 £110500 503 219 50	finesse, but still charming 2.0 2 Seater	★★☆☆☆ £35400 145 172 -
.2D 150 SE-L .2D 150 SE-L Nav	£23295 148 108 19 £23995 148 108 19	C200 Bluetec SE C200 Bluetec Sport C200 SE	£30185 134 102 25 £32180 134 102 25	CL 2dr coupé Comfortable bi sports car	★★★★☆		£40200 145 172 - ore advanced, but pricey and
.2D 150 Sport Nav .2D 175 Sport Nav	£26395 148 108 21 £26795 173 119 23	C220 Bluetec SE	£28470 181 128 31 £30980 168 108 31	CL63 AMG CL65 AMG	£95545 429 227 50 £118885 536 244 50	needs better brakes 3.7 V6 4 Seater	★★☆☆☆ £51000 280 £45900 280
• 5dr tourer A compelling mix erformance. Interior a let down • 0 145 SE-L Nav		C250 Bluetec SE C63 AMG C63 AMG S	£33635 201 117 35 £61000 469 196 47 £67750 503 196 47	M-CLASS 5dr 4x4 Roomy, of proper Merc SUV	£164840 621 334 50 quiet and well-appointed. A	3.7 V6 PLUS EIGHT 2dr open requires oodles of cash	
.0 165 Sport Nav .2D 150 SE Nav	£25395 162 135 19 £23795 148 116 21	C200 Sport C200 AMG Line	£30465 181 128 31 £32090 181 128 31	ML350 BlueTEC SE Exec ML63 AMG	£51340 254 189 43 £87005 536 276 50	4.8 V8	£85200 367
.2D 175 Sport Nav .0 145 SE-L	£27595 173 119 23 £21725 143 131 16	C220 Bluetec Sport C220 Bluetec AMG Line	£32975 168 108 31 £34470 168 108 31	ML250 BlueTEC SE Exec ML250 BlueTEC AMG Line	£48190 201 165 38 £50850 201 165 38	NISSAN MICRA 5dr hatch Lowru	nning costs but below average
.2D 150 SE .2D 150 SE-L	£23095 148 116 21 £24095 148 116 19	C250 Bluetec Sport C250 Bluetec AMG Line	£35630 201 117 35 £37125 201 117 35	ML350 BlueTEC AMG Line V-CLASS 5dr mpv Expensiv	£54000 254 189 43	overall 1.2 Visia	★★☆☆ £10295 79 115 6
.2D 150 SE-L Nav .2D 150 Sport Nav	£24795 148 116 19 £27195 148 116 21	E-CLASS 4dr saloon A retu qualities. Refined and relaxing		With matching price tag V220 SE	★★★☆ £41845 161 149 -	1.2 Acenta 1.2 Tekna	£11945 79 115 7 £13345 79 115 7
:X-5 5dr 4x4 Superb diesel er verage package		E300 Bluetec Hybrid AMG Spo E63 AMG S	rt £42375 204 109 43 £84110 549 232 47	V220 Sport V220 Extra Long SE	£44340 161 149 - £43380 161 149 -	1.2 DIG-S Visia 1.2 DIG-S Acenta	£12045 97 95 10 £13045 97 99 10
.0 Skyactiv-G 165 SE-L Nav .0 Skyactiv-G 165 Sport Nav		E200 SE E200 AMG Line	£36850 181 142 37	V220 Extra Long Sport V250 SE	£45875 161 149 - £43520 161 157 -	1.2 DIG-S Tekna JUKE 5dr hatch High-rid	£14445 97 99 11 ling, funky hatch is a
.2D Skyactiv-D 150 SE-L Nav .2D Sky-D 150 SE-L Lux Nav	£26395 148 119 20	E250 SE E250 AMG Line	£35470 208 138 38 £37980 208 142 39	V250 Sport V250 Extra Long SE	£46015 161 157 - £45055 161 157 -	compelling package. High CO 1.2 DIG-T Acenta	£15320 114 129 12
.2D Skyactiv-D 150 Sport Nav .2D Sky-D 150 SE-L Nav AWD	£26695 148 136 17		£74115 549 230 47 £39880 204 109 43	V250 Extra Long Sport	£47550 161 157 -	1.2 DIG-T Acenta Premium 1.2 DIG-T Tekna	£16720 114 129 12 £17770 114 129 12
.2D Sky-D 175 Sport Nav AWD 5 5dr mpv Functional seven-se	eater, but not unpleasant	E220 Bluetec AMG Line	£34270 168 120 34 £36765 168 129 35	MG3 5dr hatch Neatly tuned		1.6 Visia 1.6 DIG-T 190 Acenta Premi	
o drive. Lots of kit .0 150 Sport Venture .6D 115 Sport Venture	★★★☆ £20495 148 159 16		£36820 201 129 39 £39445 201 134 40	supermini. Flaws covered up by 1.5 3Time	£8399 105 136 4	1.6 DIG-T 190 Tekna 1.6 DIG-T 200 Nismo	£19200 188 159 21 £21650 197 159 21
IX-5 2dr open The old recipe ow-cost and pretty. As it should	- but done better. Lean,	E350 Bluetec AMG Line E-CLASS 5dr estate A retu qualities. Refined and relaxing		1.5 3Form Sport 1.5 3Style		1.5 dCi Acenta 1.5 dCi Acenta 1.5 dCi Acenta Premium	£15520 109 104 13 £16715 109 104 13 £18115 109 104 13
5i Sport Nav 5i SE	£22445 129 139 - £18495 129 139 -	E220 Bluetec AMG Line E220 Bluetec SE	£38555 168 135 35 £36060 168 133 34	MG6 5dr hatch Good dynam		1.5 dCi Tekna	£19165 109 104 13 a bit of verve, but objectively
5i SE-L 5i SE-L Nav	£19245 129 139 - £19845 129 139 -	E250 AMG Line E250 CDI AMG Line		1.9 DTi Diesel S	£13995 148 119 - £16155 148 119 -	the Note is entirely fit for pur 1.2 Visia	rpose ★★★★☆ £12130 78 109 6
5i Sport .0i SE-L	£21845 129 139 - £20095 153	E250 CDI SE E250 SE	£38755 201 143 39 £37275 208 144 38	1.9 DTi Diesel TL		1.2 Acenta 1.2 Acenta Premium	£13525 78 109 6 £14465 78 109 6
Oi SE-L Nav Oi Sport	£20695 153 £22695 153	E300 BlueTEC Hybrid AMG Line E300 BlueTEC Hybrid SE	£44165 201 119 44 £41670 201 119 44	MINI HATCH 3dr hatch Has matu		1.2 DIG-S Acenta 1.2 DIG-S Acenta Premium	£14625 97 99 10 £15565 97 99 10
Oi Sport Nav	£23295 153	E350 Bluetec AMG Line E63 AMG	£75905 549 234 47	1.2 One	£13955 102 108 12	1.2 DIG-S Tekna 1.5 dCi Visia	£16470 97 99 10 £14130 89 92 8
		E63 AMG S E-CLASS 2dr coupé A retu		2.0 S Cooper		1.5 dCi Acenta 1.5 dCi Acenta Premium	£15525 89 92 8 £16465 89 92 9
8 V8	£195250 641 - 50		★★★☆ £38635 181 140 39		£15075 114 89 11 £16635 114 92 15		£17370 89 92 9 able electric car with 100-mile
50S SPIDER 2dr open though noisier – and better for 8 V8		E400 AMG Line Plus E220 Bluetec SE	£46425 329 176 45 £36615 168 123 38	HATCH 5dr hatch Additiona		range 80kw Tekna 80kw Visia	★★★☆☆ £30590 107 0 24
1 2dr coupé Other-worldly. As	s worthy of a place in	E220 Bluetec AMG Line E250 CDI Bluetec AMG Line	£40930 201 129 43		£14565 102 112 12 £16105 134 109 18	80kw Visia + 80kw Acenta	£26490 107 0 23 £27590 107 0 23
percar history as the F1 8 V8	★★★★ £866000 903 194 50	E350 Bluetec AMG Line E-CLASS CABRIOLET 26 ride isn't great. Six-pot engines		2.0 S Cooper 1.5 D One	£19440 189 136 26 £15675 94 92 11		£28590 107 0 23 eniably fit for purpose, but its
MERCEDES-BENZ -CLASS 5dr hatch Desirabi		E200 AMG Line E400 AMG Line Plus	£42005 181 146 42 £49795 329 185 48	1.5 D Cooper	£17235 114 95 15	1.2 DIG-T 115 Visia 1.2 DIG-T 115 Acenta	£15995 114 117 10 £17645 114 117 10
uality seriously off-piste 80 CDI SE ECO	★★★★☆ £21965 107 92 16	E220 Bluetec SE	£39985 168 127 41	PACEMAN 3dr coupé Two- too far for us. Tough to like		1.2 DIG-T 115 n-tec 1.2 DIG-T 115 Tekna	£18995 114 117 10 £20345 114 117 10
250 Engi'red by AMG 4MATIC 180 SE		E250 CDI AMG Line	£44300 201 128 45 £46010 228 154 48	1.6 Cooper	£19115 121 137 16		£17595 109 94 11 £19245 109 94 11
80 Sport 200 Sport	£21840 121 133 18 £23365 154 134 23	S-CLASS 2dr coupé Heavy Continent smothering luxury	weight contender. ★★★☆	1.6T Cooper S ALL4 1.6T John Cooper Works	£23720 181 148 29 £29575 208 165 34	1.5 dCi 110 n-tec 1.5 dCi 110 Tekna	£20595 109 94 11 £21945 109 94 11
200 AMG Sport 250 Engineered by AMG Sport	£24615 154 136 24 £29375 208 140 34	S500 S63 AMG	£96195 449 207 50 £125605 577 237 50	1.6D Cooper D ALL4 1.6D Cooper D	£21645 110 123 14 £20375 110 111 15	QASHQAI 5dr hatch Sec update of the first. The cross	cond generation a masterly over to beat 🛧 🖈 🛧 🖈
45 AMG 4MATIC 180 CDI SE auto	£38195 354 161 43 £23240 107 98 16	S65 AMG S-CLASS 4dr saloon Still t	£183075 621 279 50 he best luxury car in the	2.0D Cooper SD 2.0D Cooper SD ALL4	£23235 141 119 20 £24535 141 126 19	1.6 dCi 130 Tekna 4WD 1.2 DIG-T 115 Visia	£28500 128 115 19 £18265 113 129 17
180 CDI Sport 180 CDI AMG Sport	£22785 107 102 16 £24035 107 105 16	real world. Calm, advanced, rew \$500 Plug-in Hybrid	rarding ★★★★ £82965 436 65 50	COUNTRYMAN 5dr 4x4 B than useful	ig, but still more funky ★★★☆	1.2 DIG-T 115 Acenta 1.2 DIG-T 115 N-tec	£19850 113 129 14 £21700 113 129 14
200 CDI Sport 200 CDI AMG Sport	£23860 134 118 20 £25110 134 121 21	S500 L AMG Line S400 Hybrid L SE Line		1.6 One 2WD 1.6 Cooper 2WD	£17105 97 134 12 £18625 120 137 16	1.2 DIG-T 115 Tekna	£22250 113 129 14 £23800 113 129 14
220 CDI AMG Sport B-CLASS 5dr hatch A slightl		S600 L AMG Line		1.6T Cooper S ALL4 4WD	£22005 181 139 30 £23240 181 148 28	1.6 DIG-T 163 N-tec +	£23200 161 138 14 £23750 161 138 14
ractical and classy 180 SE	★★★☆☆ £21500 120 129 16		£179995 621 279 50	1.6T JCW 1.6D One 2WD	£28985 215 165 33 £18135 89 111 13	1.5 dCi 110 Visia	£25300 161 138 14 £20015 109 99 17
180 Sport 180 AMG Line 200 SE	£22225 120 129 16 £23520 120 129 16	Maybach S600 S300 Bluetec Hybrid L AMG Li		1.6D Cooper ALL4 4WD	£19885 110 111 18 £21165 110 123 16	1.5 dCi 110 N-tec	£21600 109 99 17 £23450 109 99 14
27 nmc	£22575 154 130 16	S350 Bluetec AMG Line	£67940 254 151 50	2.0D Cooper SD	£22755 141 119 20	1.5 dCi 110 N-tec +	£24000 109 99 14



From £866,000 McLaren P1 McLaren set out to build the best driver's car in the world and has come ridiculously close. A 903bhp go-kart. ★★★★★



Porsche 918 Spyder From £674,000
Only in this category do five stars not guarantee the class lead.
The 918 feels built to rule, too. A mind-boggler. **** From £674,000



LaFerrari From £950,000 No UK drive means its amazing numbers can't be verified − but our first look suggests its reputation is deserved. ★★★★★



Bugatti Veyron From £1.15 million A waning obsession with petrol power taken to its extreme limit. There are better cars − but none quicker. ★★★★★



Pagani Huayra From £1.4 million Last century's idea of a hypercar. Staggering in almost every way – not least its looks. As exclusive as it gets. ★★★★★



MidlandCredit.co.uk

Getting the Nation Driving

NEED CAR FINANCE?

BUY ANY CAR from any DEALER



f 8+ 💆





POOR CREDIT V N

NO FEES



TRUSTPILOT

FINANCE FROM £3,000 to £50,000

NO ADMIN FEES

Midland Credit Ltd is authorised & regulated by the Financial Conduct Authority for consumer credit FCA no. 654302 26.9% APR representative written Quotations available upon request, the rate you will be offered will depend upon your personal circumstances



APPLY ONLINE NOW!

www.midlandcredit.co.uk





Insurance	Make and I		Bhp CO. q/km		Make and I	Price	튭	CO ₂ g/km Insurance	Make and N	Price	Bhp CO. a/km	IIS
is an	508 4dr saloon Competent ar although lacks any real spark	***	**		3.6 V6 4 PDK 4.8 V8 GTS PDK	£68169 £94316	424	239 50	1.6 dCi 130 Dyn'que TomTom 1.6 dCi 130 GT Line TomTom	£25045 £26545	109 1	24 17
9 19	2.2 HDi 200 GT 1.6 e-HDi 115 Active Nav	£30645 £22195	201 14 113 10	9 24	4.8 V8 Turbo PDK 4.8 V8 Turbo S PDK		7 562	242 50 242 50	SCENIC 5dr mpv Still a class equipped	**	**	
9 19 9 20	1.6 e-HDi 115 Allure Nav 2.0 HDi 140 Active Nav	£24295 £22595	113 11 140 11	15 27	3.0D V6 CAYENNE 5dr 4x4 Classy in	£65639 terior and	247 mostly	169 46 good	1.2 TCe 130 Dyn. TomTom XMOD 1.2 TCe 130 Dyn'que TomTom S	£22405 £20905	113 1- 113 1-	
9 19 9 20	2.0 HDi 140 Allure Nav 2.0 BlueHDi 150 Allure Nav	£24695 £25795	140 11 148 10	19 28 01 30	fun. Hybrid not entertaining 3.0 V6 S E-Hybrid	£62154	★☆ 410	79 49	1.6 VVT 110 Expr.+ XMOD 1.6 VVT 110 Dyn'que TomTom	£18165 £19365	109 1 109 1	78 19 74 19
9 19	2.0 HDi 163 Allure Nav auto 2.0 HDi Hybrid4 Allure Nav	£26595 £31995	161 14	10 30	3.6 V6 3.6 V6 S	£50271 £61770	296	215 -	1.6 VVT 110 Dyn TomTom XMOD 1.2 TCe 115 Dyn. TomTom S-S	£19370 £20555	109 1	78 19
g.	508 SW 5dr estate As good a		only bett		3.6 V6 GTS 4.8 V8 Turbo	£73448 £94729	414	234 -	1.2 TCe 115 Dyn TomTom XMOD 1.5 dCi 110 Dyn. TomTom S-S	£20455 £21395	113 1	40 18
8 46	1.6 e-HDi 115 Active Nav 1.6 e-HDi 115 Allure Nav	£23395 £25695	113 11		3.0 V6 Diesel 4.2 V8 S Diesel	£50846 £62794	258	179 45	1.5 dCi 110 Expr.+ XMOD 1.5 dCi 110 Dyn TomTom XMOD	£19945 £21395	109 1	28 19
8 46	2.0 BlueHDi 150 Allure Nav 2.0 HDi 140 Active Nav	£27195 £23795	148 10 140 12	2 30	PROTON	2021/4	500	-07 30	1.6 dCi 130 Dyn. TomTom S-S	£22495 £22495	128 1	14 23
	2.0 HDi 140 Allure Nav	£26095	140 12	25 28	SAVVY 5dr hatch Compromi				GRAND SCENIC 5dr mpv A	s above,	but with s	
5 50	2.0 HDi 163 Allure Nav auto 2.2 HDi 200 GT	£27995 £32045	161 14 201 14	14 37	the saving 1.2 Style	£7995	75	134 8	seats. Nice cabin and ride 1.2 TCe 130 Dyn. TomTom S-S	£22125	113 1	
	2008 5dr hatch Efficient and on space and style	***	**		SATRIA NEO 3dr hatch Bes unjustifiable	**:	t dt dt	r	1.2 TCe 115 Dyn. TomTom S-S 1.6 VVT 110 Dyn'que TomTom	£21775 £20590	109 1	78 19
	1.2 VTi 82 Access + 1.2 VTi 82 Active	£13195 £14295	81 1	14 10 14 11	1.6 GSX 1.6 Sport	£8495 £9495	111	157 19	1.5 dCi 110 Dyn. TomTom S-S 1.6 dCi 130 Dyn. TomTom S-S	£22615 £23715	128 1	14 24
_	1.2 VTi 82 Allure 1.6 VTi 120 Allure	£15595 £16750	81 11 118 13	14 11 35 20	GEN-2 4dr saloon Hugely dis				KADJAR 5dr mpv A Qashqai	**	★☆	Lower
	1.6 VTi 120 Feline Calima 1.6 VTi 120 Feline Mistral S-S	£18150 £18450	118 13 118 13	35 19	1.6 Persona ecoLogic GEN-2 5dr hatch Hugely disa	£11195 appointing			1.2 TCe 130 Expr. + 1.2 TCe 130 Dyn'que Nav	£17995 £19695	118 118	
	1.4 HDi 70 Access + 1.4 HDi 70 Active	£14495 £15595	67 10	04 10 04 10	★☆☆☆☆ 1.3 GLS	£9195			1.2 TCe 130 Dyn'que S Nav 1.2 TCe 130 Signature Nav	£20495	118	
28	1.6 e-HDi 92 Active S-S 1.6 e-HDi 92 Active EGC S-S	£16245 £16845	91 10)3 17 8 17	1.6 GSX ecoLogic	£11195			1.5 dCi 110 Expr. + 1.5 dCi 110 Dyn'que Nav	£19895 £21595		
	1.6 e-HDi 92 Allure S-S	£17745 £19145	91 10	0 17 03 18 03 17	RADICAL SR3 2dr coupé Spectacular o	n the trac	k-not-	honn n	1.5 dCi 110 Dyn'que S Nav 1.5 dCi 110 Signature Nav	£22395	108	
6	1.6 e-HDi 92 Feline Calima 1.6 e-HDi 92 Feline Mistral	£19445	91 10	3 17	on the way home	***	t★☆		1.6 dCi 130 Dyn'que Nav	£23595 £22795	128	
6	1.6 e-HDi 115 Allure S-S 1.6 e-HDi 115 Feline Calima SS	£18345 £19745	113 10	05 20	SL RENAULT	£69850	245		1.6 dCi 130 Dyn'que Nav 4WD 1.6 dCi 130 Dyn'que S Nav	£24295 £23595	128	
11	1.6 e-HDi 115 Feline Mistral S 3008 5dr mpv Good handling				TWIZY 2dr hatch Zany soluti				1.6 dCi 130 Dyn' S Nav 4WD 1.6 dCi 130 Signature Nav	£25095 £24795	128	
11	tailgate a useful touch 2.0 HDi 163 Allure Au	★★★ £25050	161 14		Suitably irreverent and impraction EV 13kW Urban	£6895	* * 7 17	0 10	1.6 dCi 130 Signature Nav 4WD	£26295	128	
	1.6 VTi 120 Access 1.6 VTi 120 Active	£17550 £19250	118 15 118 15	55 17	EV 13kW Technic ZOE 5dr hatch Far more prac				GHOST 4dr saloon The best			table.
6	1.6 VTi 120 Allure 1.6 THP 156 Allure	£21200 £22050	118 15 154 15	55 17	solution. Attractive price Expr.	£18443	* *		Fabulously indulgent 6.6 V12	★ ★ → £20050	★☆ 0 563 3	17 -
6	1.6 HDi 115 Access 1.6 HDi 115 Active	£19345 £20795	113 12	25 18	Dyn'que Zen Dyn'que Intens	£20043 £20043	87	0 16 0 16	6.6 V12 EWB PHANTOM 4dr saloon Opule	£23000	0 563 3	17 -
11	1.6 HDi 115 Allure 1.6 e-HDI 115 Access EGC	£22745 £20195	113 12	27 18	TWINGO 5dr hatch Rear-eng packaged - but not the class lead	gined city		leverly	tag. Benchmark ride quality 6.8 V12	£28520	+ ★☆	
11	1.6 e-HDI 115 Active EGC 1.6 e-HDI 115 Allure EGC	£21645 £23595	113 1	10 18	0.9 TCe 90 Dyn'que Energy 1.0 SCe 70 Expr.	£11695 £9495	89	99 8 105 2	6.8 V12 EWB PHANTOM 2dr coupé Opule	£33670	0 453 3	80 -
	2.0 HDi FAP 150 Active	£21900	148 13 148 13	39 24	1.0 SCe 70 Play	£9495 £9995 £10995	69	105 Z 105 3 95 3	tag. Benchmark ride quality 6.8 V12	**		
6	2.0 HDi FAP 150 Allure 2.0 HDi Hybrid 4 Active	£23850 £27245	197 8	5 30	1.0 SCe 70 Dyn'que S-S CAPTUR 5dr hatch On mess Patter looking than most	age comp		ssover.	PHANTOM 2dr open Opulen	ce befittii	ng the prio	
4 8	2.0 HDi Hybrid 4 Allure 5008 5dr mpv Well resolved r				Better looking than most 0.9 TCe Expr.+	£14295	89	115 9	Benchmark ride quality 6.8 V12 Drophead	£33240	0 453 3	77 -
4 8	useful 7-seat interior 1.6 VTi 120 Access	★★★ £19350	118 15		0.9 TCe 90 Dyn'que Media Nav 0.9 TCe 90 Dyn'que S Media N	£15395 £16795	89	115 9 115 10	WRAITH 2dr coupé 6.6 V12	£23032	0 642 3	27 50
5 26	1.6 VTi 120 Active 1.6 THP 156 Allure	£21100 £23750	118 15 154 16	3 19	1.2 TCe 120 Dyn'que Media N 1.2 TCe 120 Dyn'que S MediaN	£17695 £19195	118	125 14 125 15	SEAT			
11	1.6 e-HDi 115 Access EGC 1.6 e-HDi 115 Active EGC	£21895 £23495	113 11 113 12	23 17	1.5 dCi 90 Expr.+ 1.5 dCi 90 Dyn'que Media Nav	£15995 £16995	89 89	95 11 95 12	MII 3dr hatch Predictably not Up. Cheaper, though	**	₩	
11	1.6 e-HDi 115 Allure EGC 1.6 HDi 115 Access	£25295 £21045	113 12 113 12	26 16 24 16	1.5 dCi 90 Dyn'que S Media N CLIO 5dr hatch Attractive, nie	£18495 ce to drive	89	95 12	1.0 60 S 1.0 60 S AC	£8195 £8705	59 1	05 1 05 1
17	1.6 HDi 115 Active 1.6 HDi 115 Allure	£22745 £24550	113 12	28 17	Only the Fiesta does it better 1.2 TCe 120 GT-Line EDC	★★↓ £17725	t★☆	7	1.0 60 SE 1.0 60 Toca	£9630 £9995	59 1	05 1 05 1
16	2.0 HDi 150 Active 2.0 HDi 163 Active auto	£23750 £24950	148 13 161 14	38 20	1.6 Renaultsport 200 Lux 1.2 75 Expr.	£20295 £11145	197	144 29 127 7	1.0 60 Ecomotive 1.0 75 SE auto	£9530 £10760	59 9	96 1 05 2
t the	2.0 HDi 150 Allure	£25550	148 14	10 20	1.2 75 Expr. +	£12675	75	127 8	1.0 75 Sport	£10380	74 1	08 2
5	2.0 HDi 163 Allure auto RCZ 2dr coupé Classy, interesi	£26750 ting, fun c	oupe. Pei	igeot's	1.2 75 Dyn'que Media Nav 0.9 TCe 90 Expr. +	£13675	89	104 9	Up. Cheaper, though	401€ Q2 (FU 4.	UE 4
6	yot its migo back 1.6 THP 156 Sport	£22350	154 14	19 27	0.9 TCe 90 Dyn'que Media Nav	£13925 £14675	89 89	104 9	1.0 60 S AC	£9055	59 1	05 I
4 8	1.6 THP 200 GT	£27150	197 15	5 34	0.9 TCe 90 Dyn'que S Media Nav	£14925 v £15675	89 89	99 9 105 10	1.0 60 SE 1.0 60 Toca	£9980 £10345	59 1 59 1	05 1 05 1
4 8 4 11	1.6 THP 270 R 2.0 HDi 163 Sport	£32250 £24200	266 14 161 13	15 42 30 29	1.6 Renaultsport 200 1.5 dCi 90 Expr. +	£19145 £14975	197 89	90 13	1.0 60 Ecomotive 1.0 75 SE auto	£9880 £11110	59 9 74 1	6 1 05 2
9 14 9 14	2.0 HDi 163 GT	£26600	161 13	30 30	1.5 dCi 90 Eco Expr. + 1.5 dCi 90 Dyn'que Media Nav	£15225 £15975	89 89	83 13 90 13	1.0 75 Sport IBIZA 3dr hatch Sharp looks	£10730 and hand	74 1 ing. Cupra	08 2 a
11 11	BOXSTER 2dr open Honed. to	oned and o	cosmetic	ally	1.5 dCi 90 Eco Dyn'q Media Nav 1.5 dCi 90 Dyn'q S Media Nav	£16225 £16975	89 89	83 13 90 13	MII 5dr hatch Predictably not Up. Cheaper, though 1.0 60 S AC 1.0 60 S AC 1.0 60 Toca 1.0 60 Toca 1.0 60 Ecomotive 1.0 75 SE auto 1.0 75 Sport IBIZA 3dr hatch Sharp looks needs a manual 1.2 12 V 70 S A-C 1.4 85 SE 1.4 85 SE	£11410	k ★☆ 69 1	25 5
10	enhanced. Scarily brilliant 2.7	★ ★ ★ £40098	★★ 261 19	95 40	MEGANE 5dr hatch Stylish a Nothing exceptional	and refine	d but bl	and.	1.4 85 SE 1.4 85 Toca 1.2 TSI 105 SE DSG	£12545	84 1 84 1	39 9 39 11
17	3.4 S 3.4 GTS	£48553 £54567	311 21 326 21	11 43	1.2 TCe 130 GT Line TomTom ED 1.2 TCe 115 Expr.+ S-S	£21470 £17570	113 113	119 15 119 14	1.4 85 SE 1.4 85 Toca 1.4 85 Toca 1.2 TSI 105 SE DSG 1.2 TSI 105 FR 1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR Edition 1.4 TSI 180 Cupra DSG 1.2 TDI 75 S A:C	£14185	104 1	24 12 19 12
19	CAYMAN 2dr coupé Roof sea car by any measure	Is the dea	I. A five-s	tar	1.2 TCe 115 Dyn' TomTom S-S	£18570	113	119 14	1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR	£15285	104 1	24 12
7 9	car by any measure 2.7	£40239	271 19	95 37	1.6 110 Expr.+	£16750	109	159 14	1.4 TSI 140 ACT FR Edition	£16110	138 1	09 22
5 13	3.4 S 3.4 GTS D11 2dr couné The best just de	£56092	335 21	11 43	1.5 dCi 110 Expr.+ S-S	£18245	109	90 16	1.2 TDI 75 S A-C	£13305	74 1	02 7
13	worthy of its iconic status	t petter. S	till more	unan	1.5 dCi 110 Dyn TomTom S-S 1.5 dCi 110 GT Line TomTom S-S	£19245 £20745	109	90 18	1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive	£14360	74 9	92 7
1 14 0 15	3.4 Carrera 4	£79060	345 21 345 21	18 46	1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S	£19745 £21245	128	104 20 104 20	1.6 TDI 105 SE 1.6 TDI 105 FR	£14910 £15910	104 1	12 14
0 16 0 26	3.8 Carrera S 3.8 Carrera 4S	£84240 £89325	395 22 395 23	23 47 33 48	megane sport toures refined but bland. Nothing excep	R 5dr est tional ★	ate St ★★	ylish and ☆☆	1.2 TDI 75 S.A.C Ecomotive 1.6 TDI 105 SE 1.6 TDI 105 FR 2.0 TDI 143 FR 1812A 56r hatch Sharp looks needs a manual 1.2 12v 70 S.A.C 1.4 85 SE 1.4 85 Toca	£17085 and hand	141 1 ing. Cupra	23 22 a
15 15	3.8 Turbo 3.8 Turbo S	£121523 £143045	514 22 552 22	27 48 27 48	1.2 TCe 115 Expr.+ S-S 1.2 TCe 130 GT Line TomTom ED	£18570 C £22470	113 113	119 14 119 15	needs a manual 1.2 12v 70 S A-C	£11960	+ ★☆ 69 1:	25 5
22 24	3.8 GT3 911 CABRIOLET 2dr open 1	£101695 The best in	468 28 ist got be	39 48 tter.	1.2 TCe 115 Dyn'que TomTom S- 1.2 TCe 115 GT Line TomTom S-S	\$ £19570 £21070	113 113	119 14 119 15	1.4 85 SE 1.4 85 Toca	£13095 £13420	84 1 84 1	39 9 39 11
18 0 18	Still more than worthy of its iconi	c status >	345 21	★★ 16 49	1.6 VVT 110 Expr.+ 1.6 VVT 110 Dvn'que TomTom	£17750 £18750	109	159 14 159 15	1.2 TSI 105 SE DSG 1.2 TSI 105 FR	£14735	104 1	24 12 19 12
0 18	3.8 Carrera S 3.4 Carrera 4	£93129 £87720	395 22	28 50	1.5 dCi 110 Expr.+ S-S 1.5 dCi 110 Dvn'aue TomTom S-1	£19245	109	90 16 90 17	1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR	£15835	104 1	24 12
26	3.4 Targa 4	£87720	345 22	23 49	1.5 dCi 110 GT Line TomTom S-S	£21745	109	90 18	1.4 TSI 140 ACT FR Edition	£16660	138 1	09 22
very	3.8 Targa 4S	£97985	395 23	37 50	1.6 dCi 130 GT Line TomTom S-S	£22245	128	104 20	1.4 85 Toca 1.2 TS1 105 SE DSG 1.2 TS1 105 FR 1.2 TS1 105 FR DSG 1.4 TS1 140 ACT FR 1.4 TS1 140 ACT FR Edition 1.2 TD1 75 SA-C 1.2 TD1 75 SA-C Ecomotive 1.2 TD1 75 SA-C Ecomotive 1.6 TD1 105 SE	£14380	74 9	92 7
9 13	3.8 Turbo S	£151782	552 2	31 50	guise. R'sport excellent	out gabla	je III NO t ☆☆	110.15	1.6 TDI 105 SE	£15460	104 1	12 14
1 13	rare and hugely fast new five-star	r model 🖈	**	t *	1.2 TCe 115 Dyn' TomTom S-S	£19345	113	119 15	2.0 TDI 143 FR	£17635	141 1	23 22
5 15	4.6 V8 MACAN 5dr 4x4 Spookily goo	£657400 d handling	g. A sport	0 50	1.6 VVT 110 Dyn'que TomTom	£20845	113	119 15	fun	ore pract	icai dut it 🕈 🏠 🏠	DIZA IS
20	utility vehicle in the purest sense	***	**		2.0T Renaultsport 265	£25935	261	174 36	1.2 70 S A-C	£12660 £13795	69 1 84 1	28 5 39 9
18 0 18	3.0 V6 S 3.6 V6 Turbo	£45345 £61689	336 21 395 21	12 40 16 44	1.5 dCi 110 Dyn' TomTom S-S 1.5 dCi 110 GT Line TomTom S-S	£20945 £22445	109 109	90 17 90 18	1.4 85 Toca 1.2 TSI 105 SE DSG	£14120 £15435	84 1 103 1	39 11 24 12
15	3.0 V6 S Diesel	£44871 nically bri	254 16	54 39 I with	1.6 dCi 130 Dyn' TomTom S-S	£21445	129	104 20 104 20	1.4 85 SE 1.4 85 Toca 1.2 TSI 105 SE DSG 1.2 TSI 105 FR 1.4 TSI 140 ACT FR 1.2 TDI 75 S A-C	£15440	103 1	19 12
5 16	a great cabin. Soulless though	£83134	±☆ 414 2/	7 46	MEGANE CC2dr cc Not muc	h fun to d	rive. Ni	ce cabin,	1.2 TDI 75 S A-C	£14555	74 1	05 7
5 24	3.0 V6 4S	£86775	414 21	11 46	1.2 TCe 130 Dyn'que TomTom	£23800	118	169 19	1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE 1.6 TDI 105 FR	£15610	74 9	92 7
7 29	3.6 V6 PDK	£64458	306 19	99 46	1.5 dCi 110 Dyn'que TomTom	£24545	109	124 17	1.6 TDI 105 FR	£17160	104 1	12 14

ce group

Bhp CO₂ g/km Insurance group

 £20345
 113
 91
 01
 8
 3.0 V6 S

 £17845
 91
 99
 15
 3.0 V6 S Diesel

 £19549
 91
 99
 15
 3.0 V6 S Diesel

 £22345
 128
 115
 16
 a gyreat claim. Soulless though

 £2395
 113
 100
 18
 3.0 V6 S

 £2245
 148
 105
 2.0 V6 S

 £24395
 148
 105
 2.0 V6 S

 £26845
 178
 107
 29

 3.6 V6 PDK

£26800 128 115 19

£37585 345 248 46 £27445 323 248 46 £32525 323 248 46 Great drive, brutal

 ★★★☆
 2.0 HDi 140 Allu

 £78030 523 275 50
 2.0 HDi 163 Allu

 £125000 523 275 50
 2.2 HDi 200 GT

1.6 dCi 130 Tekna £26800 128 115 19 **X-TRAIL 5dr 4x4** Sleek, Qashqai-based crossover is an

370Z 2dr coupé Great engine and poised handling.

OO 2dr coupé A new era for the Brit make

ION 5dr hatch Good electric powertrain, comically

108 3dr hatch Sister car to the Aygo. And second to most city car rivals

1.0 Access

1.0 Active

1.0 Active Top

£26216 63 63

£26216

£8345 £9595 £10595

£9845 £10845

£11095

£12095

£11945 ne Aygo. And distant

★★★ £10195 £11445

£10795

£12045

£12995

£13495 £13495 £12545 £14695 £14245 £16850 £17245

£13845

£14795

£15545 £15495 £16195 £16645 £18695

eveloped and very well

easy win if you require seven seats

1.6 dCi Visia 2WD £

1.6 dCi Acenta 2WD

1.6 dCi Tekna 4WI

3.7 V6 Nismo

power, sensation 3.8 V6 2014 MY

3.8 V6 Nismo

NOBLE

PEUGEOT

66 IIK driv

1.0 Active S-

1 2 VTi Allun

1.0 Active Top 1.0 Active S-S

1 2 VTi Allun 1.2 VII Allure Top 1.2 VTi Feline 208 3dr hatch Big

supermini class 1.0 VTi Access 1.0 VTi Access

1.0 VTi Active 1.2 VTi Access 1.2 VTi Active

1.4 HDi Active 1.4 HDi Style

1 6 e-HDi 92 Style

supermini class

1.0 VTi Access

1.0 VTi Access

1.0 VTi Activ

1 2 VTi Activ

1.2 VTi Access

1.4 HDi Access

1.4 HDi Active

1 4 HDi Style

1.4 e-HDi Active EGC 1.4 e-nbi Active EGC 1.6 e-HDi 92 Style 1.6 e-HDi 92 Allure 1.6 e-HDi 115 Feline 308 5dr hatch Thoughtfully d

1.2 PureTech 110 Allun 1.2 PureTech 110 Allure
1.2 PureTech 110 Sportiun
1.2 PureTech 130 Active
1.2 PureTech 130 Allure
1.2 PureTech 130 GT Line
1.6 THP 205 GT

1.6 HDi 92 Access 1.6 HDi 92 Activ

1.6 HDi 115 Activ

2.0 Blue HDi 180 GT

2.0 BlueHDi 150 GT Line 2.0 BlueHDi 180 GT

308 SW 5dr estate Thoughtfully developed and very

308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★★
1.2 Purefech 10 Acteve £1745 108 109 13
1.2 Purefech 10 Acteve £18845 108 109 13
1.2 Purefech 10 Alture £18845 108 109 13
1.2 Purefech 10 Alture £18845 108 109 14
1.2 Purefech 130 Active £19595 128 109 14
1.2 Purefech 30 Active £19595 128 115 15
1.2 Purefech 30 Active £19595 128 115 15
1.2 Purefech 30 Active £1945 118 85 20
1.6 Bluebli 10 Active £20345 113 95 18
1.6 HD 115 Alture £21945 113 100 18
1.6 HD 115 Alture £21545 113 100 18
1.6 HD 115 Active £2345 113 99 15
1.6 HD 120 Acteve £19595 128 115 16
1.6 HD 15 Cative £2345 128 115 16
1.2 Purefech 130 6T Line £23395 113 106 18
2.0 Bluebli 150 Alture £2245 148 105 24
2.0 Bluebli 150 GT Line £2345 178 107 29

1.6 Blue HDi 120 Active 1.6 Blue HDi 120 Allure

pointed but still no class leade 1.2 PureTech 82 Access 1.2 PureTech 110 Active

1.0 Active S-S Top

1.0 Active S-S Top

1.2 VTi Allure Top

108 5dr hatch Sister car to th second to most city car rivals 1.0 Active

and Model





A lengthened wheelbase helps the Octavia to go from also-ran to title contender. Price growth understandable. **



Vauxhall Insignia From £17,000 The Insignia will finish its life cycle a fundamentally better car than when it started. Latest Whisper diesel the best. ★★★☆☆



Inspired by the famous 1955 Mille Miglia winning 300SLR '722' that was victorious in the death defying endurance race that covered 1000 miles of the toughest roads in Italy. This new time piece by Omologato takes its inspiration from the start time of 7:22am given to chassis 0004/55 at the start of the XXII Mille Miglia, finishing in a record time that will never be beaten.

The watch face detailing includes highlights at '7' and '22' to mark the association with arguably the most valuable and famous car in the world, the record holding '722' SLR.

The watch features a chronograph movement, stainless steel case - water resistant to 10 ATM, Italian leather 'cafe racer' 22mm strap, engraved back and is limited just 100 numbered pieces.

Omologato has been making motorsport inspired watches for over 25 years and offers a 14 day no quibble money back guarantee and a 2 year warranty on all watch movements.

Buy now from www.omologatowatches.com or call +44 1753 622555

	. Price Bhp	CO ₂ g/km Insurance group	Make and Model	Price		CO ₂ g/Km	E W W G G G G G G G G G G G G G G G G G	Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price	CO ₂ g/km
	****		1.2 TSI 86 SE 1.2 TSI 86 GreenTech S 1.2 TSI 86 GreenTech SE	£15090 £14390 £15340	84 1	119 10 114 10 114 10	2.0 TDI 110 OULDOOF S 4WD 2.0 TDI 110 SE 2.0 TDI 110 Outdoor SE	£19895 £19765 £19765	109 154 14 109 134 14 109 134 14	1.6 SZ-T 1.6 SZ-T 1.6 SZ5	£15499	118 123 - 118 123 -
2 TSI 105 SE	16515 10	4 116 13 4 118 14	1.2 TSI 105 SE 1.2 TSI 105 Eleg.	£15790 £16540	104	125 13 125 13	2.0 TDI 110 Eleg. 2.0 TDI 110 Outdoor Eleg.	£21590 £21590	109 134 14 109 134 14	1.6 DDIS SZ-T 1.6 DDIS SZ5	£19499	118 106 - 118 106 -
6 TDI 105 CR S Ecomotive	17150 10	0 134 17	1.2 TSI 105 GreenTech SE 1.2 TSI 105 GreenTech Eleg.	£16040 £16790	104 1	118 13		£22230 £24165	138 152 18 138 152 19	1.6 DDIS SZ5 AllGrip TESLA	£21299	118 106 -
6 TDI 105 CR SE Ecomotive £ EON 3dr hatch Sharp looks an ne Golf's quality, but good value	d handling. I		1.2 TSI 105 Sport 1.4 TSI 122 SE DSG 1.4 TSI 122 Eleg. DSG	£15840 £17585 £18335	120	125 15 134 16 134 16		£27495 £24840 £27070	138 164 19 168 149 22 168 149 22	MODEL S 5dr hatch Bring ly, credibility to electric offerio		
6 TDI 110 SE Ecomotive	19625 10	8 87 14 8 114 13		£17705 £18455	120	127 18 127 18	SMART	ZZIOIO	100 147 22	60kWh 85kWh	£52680	
2 TSI 110 SE	16935 10 17535 12	8 114 13 3 120 16	1.6 TDI 105 S 1.6 TDI 105 SE	£16590 £17540	103 1 103 1	14 16 14 15	FORTWO 3dr hatch A better there's no new reason to buy it	Fortwo th	r ≯ r☆	85kWh Dual Motor 85kWh Performance		416
8 TSI 180 FR 9	20740 17	8 109 20 8 137 25	1.6 TDI 105 Eleg. 1.6 TDI 105 GreenTech SE	£18290 £17790	103 1	114 15	0.9 90 Passion 0.9 90 Prime	£11720 £12415	89 97 - 89 97 -	ТОУОТА		
.0 TSI 280 Cupra 9	225960 26 227210 27 217515 10		1.6 TDI 105 GreenTech Eleg. RAPID SPACEBACK 5dr es makes most sense of Rapid's skin		ate shap		0.9 90 Proxy 1.0 70 Passion 1.0 70 Prime	£12415 £11125 £11820	89 97 - 70 93 - 70 93 -	AYGO 3dr hatch Probably still pay the premium for a VW 1.0 x		
6 TDI CR 105 SE	18635 10	4 99 13 8 106 19	1.2 TSI 105 Eleg. 1.2 TSI 105 Greentech Eleg.	£16640 £16890	104	125 14	1.0 70 Proxy FORFOUR 5dr hatch Four do	£11820	70 93 -	1.0 x-play 1.0 x-pression	£9895 £11095	68 95 7 68 95 7
.O TDI CR 150 FR	21530 14	8 106 20 1 109 26	1.2 TSI 105 Greentech SE 1.2 TSI 105 SE	£16430 £16180	104	118 15 125 14	more mainstream. Still expensive 1.0 70 Passion		****	1.0 x-cite 1.0 x-clusiv	£11295 £11395	68 95 7 68 95 7
EON 5dr hatch Sharp looks an ne Golf's quality, but good value	****	☆	1.2 TSI 86 Greentech S 1.2 TSI 86 Greentech SE	£14750 £15730	84 1	114 12 114 12	1.0 70 Prime 1.0 70 Proxy	£12315 £12315	70 97 - 70 97 -	AYGO 5dr hatch Probably t still pay the premium for a VW		
2 TSI 110 S	16115 10	8 87 14 8 114 13	1.2 TSI 86 S 1.2 TSI 86 SE	£14500 £15480	84 1	19 11 19 12	1.0 70 Edition 1 0.9 90 Passion	£13365 £12215	89 99 -	1.0 x 1.0 x-play	£9095 £10295	68 95 6 68 95 7
4 TSI 125 SE	17835 12	8 114 13 3 120 16		£18445 £18105	120	134 18	0.9 90 Prime 0.9 90 Proxy	£12910 £12910	89 99 - 89 99 -	1.0 x-pression 1.0 x-cite	£11495 £11695	68 95 7 68 95 7
8 TSI 180 FR 9	21040 17	8 109 20 8 137 25 1 109 26	1.4 TSI 122 G'tech Eleg. DS 1.4 TSI 122 SE DSG 1.6 TDI 105 Eleg.	£18565 £17985 £18390	120 1	127 18 134 17 114 16	0.9 90 Edition 1 SSANGYONG	£14315	89 99 -	1.0 x-clusiv YARIS 3dr hatch Good spa leader	£11795 ce and value, t	
.0 TSI 280 Cupra 9		6 154 33	1.6 TDI 105 Greentech Eleg. 1.6 TDI 105 Greentech SE	£18640 £18180	103 1	106 16 106 16	KORANDO 5dr hatch Good fo class standards	or a Ssan ★★☆		1.0 VVT-i Active	£10995	
6 TDI CR 105 SE	18935 10	4 99 13 8 106 19	1.6 TDI 105 S 1.6 TDI 105 SE	£16950 £17930	103 1	114 15 114 16	2.0d SE 2WD 2.0d SE4 4WD	£14995 £16495	147 147 19 147 157 19	YARIS 5dr hatch Good spa leader		ut not a class
O TDI CR 150 FR S EON 5dr estate Sharp looks a	21830 14 nd handling.	8 106 20 Back from	1.6 TDI 90 GreenLine 1.6 TDI 90 GreenTech Eleg.	£17355 £17990	89 89 1	99 14 106 14	2.0d ELX4 4WD TIVOLI 5dr hatch Trails the Di	£19995 uster as t	173 157 19 he best-value	1.0 VVT-i Active 1.0 VVT-i Icon	£11595 £13345	68 99 4 68 99 5
e Golf's quality, but good value 2 TSI 105 S	★★★ £16675 10	☆ 4 114 12	1.6 TDI 90 GreenTech SE 1.6 TDI 90 S	£17530 £16300	89 1 89 1	106 14 114 13	small crossover - but not by much 1.6 D EX 4WD	h ★ £17100	★★☆☆ 113 113 -	1.33 VVT-i Icon 1.33 VVT-i Sport	£14095 £14995	98 114 10 98 119 10
4 TSI 140 FR	20390 13	4 114 13 8 122 18	1.6 TDI 90 SE 1.6 TDI 90 Eleg.	£17280 £17740	89 1	114 14	1.6 SE 1.6 EX	£12950 £15600	126 149 - 126 149 -	1.33 VVT-i Excel 1.5 VVT-i Hybrid Icon	£15695 £16195	98 119 10 98 75 10
6 TDI 110 SE Ecomotive	20920 10		OCTAVIA 5dr hatch Extended Octavia an even more practical cl	ioice 🛨	***	r☆	1.6 ELX 1.6 D SE	£16000 £14200	126 149 - 113 113 -	1.5 WT-i Hybrid Excel 1.4 D-4D Icon	£17695 £15595	98 82 11 89 99 11
6 TDI CR 105 SE		4 99 13 4 99 13 8 137 25	1.6 TDI 105 SE Business 1.2 TSI 105 S 1.2 TSI 105 SE	£19775 £16525 £17875	104 1	99 14 114 13 114 13	1.6 D EX 1.6 D ELX 1.6 D ELX 4WD	£15850 £17250 £19500	113 113 - 113 113 - 113 113 -	AURIS 5dr hatch Disappoi many better rivals 1.33 VVT-i Active	£14945	
O TDI CR 150 FR	22825 14	8 106 20 8 106 19	1.4 TSI 140 SE 1.4 TSI 140 Eleg.	£19075 £20775	138 1	121 18	REXTON W 5dr 4x4 Rugged : work of mud. Tarmac more tricky	seven-sea	iter makes shor		£17645 £18445	99 128 8 99 128 10
O TDI CR 184 FR	23815 18	1 112 26 8 129 19		£26630		135 25	2.0 SX 2.0 EX		155 196 - 155 196 -	1.6 V-matic Icon 1.6 V-matic Icon CVT	£17995	130 138 14 130 134 14
O TDI 150 SE Tech X-Perience & O TDI 184 SE Tech X-Perience &	26370 14	8 129 20 1 129 23	1.6 TDI 105 S	£23830 £18575		142 29 99 13	TURISMO 5dr mpv Incredibly real estate for the money		but offers huge		£18795	130 138 16 130 140 14
	★★★☆	☆	1.6 TDI 105 SE 1.6 TDI 105 Eleg.	£19925 £21625	104	99 13 99 14	2.0D S 2.0D ES	£17995 £19995	155 199 27 155 199 27	1.8 WT-i Icon Hybrid 1.8 WT-i Icon plus Hybrid	£21545	134 84 12 134 86 14
O TDI 140 i-Tech	16245 13	3 119 14 8 129 19		£20225	108	90 15 90 19	2.00 EX SUBARU	£23995	155 212 29	1.8 VVT-i Excel Hybrid 1.4 D-4D Active	£16295	134 91 12 89 99 10
.1.6 TDI 105 i-Tech Ecomotiv	16965 13	3 119 13 8 129 19	2.0 TDI 150 SE 2.0 TDI 150 SE Business 2.0 TDI 150 Eleg.	£20535 £20535 £22525	148 1	106 19 106 20 106 20	FORESTER 5dr 4x4 Solid, sp unsexy	acious ar		1.4 D-4D Icon 1.4 D-4D Icon plus 1.4 D-4D Excel	£18995 £19795 £21495	89 103 10 89 103 10 89 107 10
lue. Not exciting	***			£26465 £24075	148	107 22 115 26	2.0i XE 2.0i XE Premium	£25495 £27495	147 160 23 147 160 23	AURIS 5dr estate Nothing tional. Good spec		thing excep-
D TDI 140 Ecomotive SE	27510 13	8 146 18 8 146 18	OCTAVIA 5dr estate Extende Octavia an even more practical cl	d wheelba	se mak	es the	2.0i XT Turbo CVT 2.0d X	£30995 £24995	237 197 34 145 150 24	1.33 VVT-i Active 1.33 VVT-i Icon	£16045 £18745	99 130 7 99 130 8
TDI 177 SE	28750 13	8 146 18 8 158 22	1.6 TDI 105 Eleg. 4x4 1.6 TDI 105 SE 4x4	£23880 £22180	104 1	119 13	2.0d XC 2.0d XC Premium	£26995 £29495	145 156 25 145 156 25	1.4 D-4D Active 1.4 D-4D Excel	£17395 £22595	89 109 10 89 112 10
O TDI 177 SE Lux	32420 13	8 158 22	1.6 TDI 105 SE Business 1.6 TDI 110 GreenLine	£20580 £21425	108	99 13 90 15	XV 5dr 4x4 No nonsense crossi enough sense	***	r st st	1.4 D-4D Icon 1.6 V-matic Icon		89 109 10 130 140 14
ITIGO 3dr hatch The VW Up in	entry-level:		2.0 TDI 150 Eleg. 4x4	£21425 £24780 £23185	148	90 19 124 20 120 19	2.0i SE 2.0i SE Premium 2.0D SE	£21995 £23995 £23995	148 160 21 148 160 22	1.8 WT-i Icon Hybrid 1.6 V-matic Excel 1.8 WT-i Excel Hybrid	£21350	134 85 12 130 143 14 134 92 12
60 S		9 105 1	2.0 TDI 150 SE 4x4 2.0 TDI 150 SE Business 1.2 TSI 105 S	£21735 £17330	148 1	106 19 117 13	2.00 SE Premium OUTBACK ESTATE 5dr 4x4	£25995	144 146 26 144 146 27 ble in isolation	PRIUS 5dr hatch Clever at not just as a hybrid		its own right,
60 Monte Carlo	10670 5	9 105 2	1.2 TSI 105 SE 1.4 TSI 140 SE	£18680 £19880	104 1	117 13 121 18	but no benchmark 2.5i SE Lineartronic	**1		1.8 WT-i T3 1.8 WT-i T4	£21995	134 89 15 134 92 15
1 60 Greentech Eleg. 9 1 75 Greentech Eleg. 9	10010 59 10400 74	9 95 1	1.4 TSI 140 Eleg.	£21580 £27830	138 1 178 1	121 19 136 25	2.5i SE Premium Lineartronic 2.0D SE	£31495 £27995	163 161 20 148 145 22	1.8 WT-i T Spirit 1.8 WT-i Plug-In	£25295 £33395	134 92 15 134 49 16
	****	☆	2.0 TSI 220 vRS 1.6 TDI 105 S	£25030 £19380	104	99 13	2.0D SE Premium WRX STI 4dr saloon Appealir	ngly old fa		PRIUS+5dr mpv Expensiv ★★★☆	,,,,	
60 SE 9	9485 5	9 105 1	1.6 TDI 105 SE 1.6 TDI 105 Eleg.	£20730 £22430	104	99 13 99 14	behind the times all at once 2.5 STI	£28995	296 242 40	1.8 WT-i Icon 1.8 WT-i Excel	£29245	178 96 15 178 101 15
60 Greentech SE	11020 59 19845 59 10360 59	9 95 1	2.0 TDI 150 SE 2.0 TDI 150 Scout 4x4 2.0 TDI 150 Eleg.	£21735 £25405 £23330	148	106 19 125 - 110 20	BRZ 2dr coupé The GT-86's ha good in Subaru blue. Cheaper, too 2.0i SE	***		1.8 WT-i Excel Plus RAV4 5dr 4x4 A solid optio by Korean competition	£31245 n, but ultimate	
75 Greentech Eleg.	10750 7	98 2		£27665	148	107 22 122 21	2.0i SE Lux		197 181 31	2.0 V-matic CVT Icon 4WD 2.0 D-4D Active 2WD	£26305	150 167 29 124 127 26
eable an all-rounder as you'll fin		r★☆	2.0 TDI 184 Scout 4x4 2.0 TDI 184 vRS	£28200 £25275	181	129 -	SUZUKI CELERIO 5dr hatch Roomy, o	decent to	drive and a	2.0 D-4D Icon 2WD 2.0 D-4D Icon 4WD	£25295	124 127 26 124 137 26
75 SE 9	11460 74 12820 74	1 108 3	ROOMSTER 5dr mpv Quirky awkward image	***	**	-	bargain price 1.0 AGS SZ4	★★★ £9799		2.0 D-4D Invincible 2WD 2.0 D-4D Invincible 4WD	£28250	124 127 27 124 137 26
TSI 90 SE	13610 74 13450 8	9 107 8	1.2 S 1.2 SE	£13575		143 6	1.0 Dualjet SZ3 1.0 SZ2	£8499 £6999	68 99 - 68 84 - 68 99 -	2.2 D-4D Icon 4WD 2.2 D-4D Invincible 4WD	£29050	148 149 29 148 149 29
PSG 2 OIT IST	13740 10	9 107 8 8 109 13	1.2 TSI 85 SE	£12750 £14135	84 1		1.0 SZ3 1.0 SZ4 SWIFT 3dr hatch Cute looks a	£7999 £8999	68 99 -	AVENSIS 4dr saloon Noti exceptional. Good spec	***	ል ል
TSI 110 SE L		8 110 12 8 110 12 9 93 12	1.2 TSI 85 Scout 1.2 TSI 105 S auto 1.2 TSI 105 SE	£14685 £14185 £14800	104 1	134 12 134 12	Sport is excellent fun 1.2 SZ2	£8999		1.8 V-matic Active 1.8 V-matic Icon 1.8 V-matic Icon+	£20300	145 152 17 145 152 18 145 152 18
4 TDI 90 SE 9	15450 89 16240 89	93 10	1.2 TSI 105 Scout 1.2 TDI 75 Greenline II	£15350 £16325		134 12	1.2 SZ3 1.2 SZ4	£10599 £11699	93 116 11 93 116 11	2.0 D-4D Active 2.0 D-4D Icon	£18695	124 119 22 124 119 22
	16840 10		1.6 TDI CR 90 SE 1.6 TDI CR 90 Scout	£15415 £15965	89	124 11 124 11	1.6 Sport SWIFT 5dr hatch Cute looks a	£13999	134 147 19	2.0 D-4D lcon+ 2.0 D-4D Excel	£24245	124 119 23 124 119 23
75 SE 9		1 109 3	1.6 TDI CR 105 SE 1.6 TDI CR 105 Scout		104		Sport is excellent fun 1.2 SZ3 4x4	£12099	93 116 11	2.2 D-4D 150 Icon 2.2 D-4D 150 Icon+	£25250	148 143 25 148 143 25
2 TSI 110 S DSG	14740 10	1 109 3 8 109 13	YETI 5dr 4x4 Useful, versatile engines	***	**	-	1.2 SZ2	£13699 £9499	93 116 11 93 116 11	2.2 D-4D 150 Excel 2.2 D-CAT 150 Icon	£23400	148 145 26 148 165 25
2 TSI 110 SE L		8 110 12 8 110 12 9 107 8	1.6 TDI 105 Outdoor SE B'nes G 2.0 TDI 110 Outdoor SE 4WD 2.0 TDI 140 Outdoor SE Bness 4	£21405	109	119 14 154 14 152 18	1.2 \$Z3 1.2 \$Z4 1.6 \$port	£11099 £12199	93 116 11 93 116 11 134 147 19	2.2 D-CAT 150 Icon+ 2.2 D-CAT 150 Excel AVENSIS TOURER 5dr 6	£26600	148 165 25 148 167 26
2 TSI 90 SE L	14595 81 15385 81 17985 10	9 107 8	1.2 TSI 105 S 1.2 TSI 105 Outdoor S	£16915 £16915	103	142 13 142 13	SX4 S-CROSS 5dr hatch very worthy crossover also-ran	Not clas	s-leading, but a	nothing exceptional. Good spe 1.8 V-matic Active	c ***	
4 TDI 90 S	15090 89 16595 89	94 10	1.2 TSI 105 SE 1.2 TSI 105 SE 1.2 TSI 105 Outdoor SE	£18425 £18425	103	142 13 142 13	1.6 SZ3 1.6 SZ-T	£13999 £17999	118 127 13 118 127 13	1.8 V-matic Icon 1.8 V-matic Icon+	£21350	145 153 18 145 153 18
4 TDI 90 SE L APID 5dr hatch	17385 8	9 94 11	1.2 TSI 105 Eleg. 1.2 TSI 105 Outdoor Eleg.	£20250 £20250	103	142 14 142 14	1.6 SZ5 1.6 SZ5 Allgrip	£20249 £22049	118 127 14 118 135 14	2.0 D-4D Active 2.0 D-4D Icon	£19745 £22345	124 120 22 124 120 22
6 TDI 105 E 8 6 TDI 90 Eleg. 8		3 114 13	1.8 TSI 160 Outdoor L&K 4WD 1.6 TDI 105 S GreenLine II	£25940 £18405	158 103	184 22 119 14	1.6 DDIS SZ3 1.6 DDIS SZ4	£16999 £17999	118 110 20 118 110 20	2.0 D-4D lcon+ 2.0 D-4D Excel	£25295 £26145	124 120 23 124 119 23
	17975 10	3 99 13 3 104 13	1.6 TDI 105 Outdoor S GreenLin 1.6 TDI 105 SE GreenLine II	£18405 £19915		119 14 119 14	1.6 DDIS SZ-T 1.6 DDIS SZ-T Allgrip	£19499 £21299	118 110 20 118 114 18	2.2 D-4D 150 Icon 2.2 D-4D 150 Icon+	£24500	148 147 25 148 147 25
6 TDI 90 GreenTech Eleg.	17965 10											
6 TDI 90 GreenTech Eleg. 6 6 TDI 90 GreenTech SE 6 6 TDI 90 S	217965 10 217215 10 216015 10	3 104 13 3 104 13 3 114 13 3 114 13	1.6 TDI 105 SE GREENLINE IT 1.6 TDI 105 Outdoor SE GreenLi 1.6 TDI 105 Eleg. GreenLine 1.6 TDI 105 Outdoor Eleg.		103	119 14 119 14 119 14	1.6 DDIS SZ5 1.6 DDIS SZ5 Allgrip VITARA 5dr 4x4 Utterly wortl	£21749 £23549	118 110 19 118 114 19	2.2 D-4D 150 Excel 2.2 D-CAT 150 Icon 2.2 D-CAT 150 Icon+	£27150 £24450	148 149 26 148 170 25 148 170 25

WHAT'S COMING WHEN

Porsche Macan GTS

Spring 2016

Porsche's small SUV is the latest model to get the company's GTS treatment. Alongside its visual upgrades, the Macan GTS also receives more power, with its twin-turbocharged 3.0-litre V6 petrol engine now producing 355bhp and 369lb ft. Thanks to the extra power, the Macan GTS now reaches 62mph from rest in just 5.2sec. Price £55,188

AUTUMN/WINTER 2015

Alpina D3 Biturbo, Audi A4, RS6/RS7 Performance, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Ford Ecosport, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, **Vauxhall** Astra, **Volkswagen** Golf GTE, Transporter, Touran, Tiguan, Vuhl 05

SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 488 Spider, Fiat Tipo, Ford Focus RS, Edge, Infiniti 030, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar F-Pace, Kia Sportage, Kahn Speed 7, Lamborghini Aventador SV Roadster, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, **Mini** Countryman, Convertible, **Porsche** Boxster facelift, 911 Carrera 4/4S, Macan GTS, **Toyota** Prius, C-HR, RAV4 facelift, Vauxhall Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Volvo S90

SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, Audi RS4, BMW 1 Series saloon, Borgward BX7, Ferrari F12tdf, Fiat 124 Spider, Ford Ka, Infiniti QX30, Mercedes-AMG SL63, Mercedes-Benz E-Class, SLC, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, **Renault** Mégane, **Seat** Leon SUV, **Skoda** Roomster, Tesla Model X

AUTUMN/WINTER 2016

Audi Q5, Ford GT, Hyundai Hybrid, Lexus LF-LC, Mercedes-AMG GT3, E63, Morgan EV3, Nissan Juke, Renault Scenic, Subaru Impreza, Vauxhall Insignia

Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to autocar.co.uk



Maserati Levante

Spring 2016

Maserati's first-ever SUV model has been spotted testing numerous times in the run-up to its Geneva motor show unveiling next March. Power is set to come from the same V6 and V8 engines that already feature in the Ghibli and Quattroporte models, while plug-in hybrid options will be available from late 2017. The SUV's styling will differ from that of 2011's concept car. **Price** £70,000 (est)

Company	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp	CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
Company Comp													
Company of the Comp	1.6 V-matic Active 5st	£17770 130 157 13	Engines not so good	****	1.4T 16v 140 Sport S-S	£20245 138 139 16	1.4T 140 Design Nav	£20029 138	8 131 15	1.4T 140 Tech Line 2WD S-S	£17214 138 139 11	expensive	****
Column													
Company Comp	1.8 V-matic Icon M'Drive 7st	£21800 145 153 15	1.0i 90 S-S SE	£14850 89 102 9	2.0T 280 VXR	£27620 276 189 35	1.6T 170 Elite Nav	£25564 168	8 146 20	1.4T 140 Exclusiv 4x4 S-S	£20934 138 149 12	2.0 TSI 300 R	£30820 296 165 34
Les Services of the Control of the C													
Applications Company		£21995 122 119 14	1.2i 70 Life	£11680 69 126 2	2.0 CDTi 195 BiTurbo S-S	£24520 192 129 -	2.0 CDTi 120 Design Nav	£21234 118	8 104 15				
1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	likeable. Pricey to buy and run	★★★☆☆	1.2i 70 Design	£12745 69 126 2	alternative to the usual ragtops	****	2.0 CDTi 120 Elite Nav	£25414 118	B 104 16	1.7 CDTi 130 SE S-S	£22724 129 120 14	1.4 TSI 150 GT ACT	£23615 148 112 15
Company Comp													
Applications of the subproved process Applications Color	Spongey on road	★★★☆☆	1.2i 70 SE	£13020 69 126 2	1.4T 140 SE S-S	£24500 138 148 20	2.0 CDTi 130 Design	£19544 129	9 104 16	1.7 CDTi 130 SE 4x4 S-S	£24424 129 129 14	1.6 TDI 105 Match	£20735 103 99 13
1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5													
1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5													
Company	3.0 D-4D 190 LC4	£47465 187 213 34	1.4i 90 SRi	£12720 89 121 -	2.0 CDTi 165 Elite S-S	£28580 163 138 23	2.0 CDTi 140 Elite	£24814 138	8 104 19	2.2 CDTi 163 Exclusiv 4x4 S-S	£23820 161 177 25	expensive	****
The property of the property													
Application Company	things. Splendid. Cheaper now,	too ****			Inert steering	****	2.0 CDTi 140 SE				£24620 161 177 25		
2													
Company of the comp													
VALUE ALL COLUMN AS IN ACCOUNT			1.3 CDTi 75 S-S SRi	£14625 74 99 -	2.0 CDTi 120 Design Nav	£19934 118 99 15	2.0 CDTi 140 Tech Line	£23284 138	8 104 19		231307 310 307 30	1.4 TSI 150 GT ACT	£24270 148 112 15
Visible Visi	VAUXHALL										nary, just quantifiably		
12 12 12 13 14 15 15 15 15 15 15 15						£22954 118 99 16	2.0 CDTi 195 BiTurbo SRi	£26254 192	2 129 24	better	****		£28155 217 139 29
Line 1976 19 19 19 19 19 19 19 1	1.0 Ecoflex SE A-C	£8665 73 99 -	1.3 CDTi 95 S-S SE	£15770 94 85 -	2.0 CDTi 130 Design Nav	£19094 128 112 16	2.0 CDTi 195BiTboCo'tryNav4x4	£31009 192	2 174 24	1.0 75 Rock Up	£13580 74 108 4	1.6 TDI 105 Match	£21390 103 99 13
1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0													
Annual Facility Court by Court Brown Services procured with \$\psi \psi \psi \psi \psi \psi \psi \psi	1.0 Ecoflex SE	£8170 73 99 -	1.3 CDTi 95 ecoFLEX Design	£16835 94 104 9	2.0 CDTi 130 SRi	£20044 128 112 16	2.0T 250 SRi VX-Line Nav	£24954 247	7 174 26	1.0 60 BMT Move Up	£10285 59 95 1		£24775 148 109 17
1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5			1.4i VVT 100 Excite	£17920 99 129 9		£21264 128 112 16	2.8T VXR SuperSport						ete package. Reassuringly
1.95 1.96 1.97 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.96 1.97 1.97 1.96 1.97 1.97 1.96 1.97 1.97 1.96 1.97 1.97 1.96 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97 1.97													
1.5 Sandou Art	1.0 S-S Glam	£15000 113 114 3	1.6 CDTi 110 ecoFLEX Elite S-S	£23175 108 97 9	2.0 CDTi 140 Elite Nav	£24364 138 99 19	MERIVA 5dr mpv Clever flexd	loors make sens	se for	1.0 75 Groove Up	£12500 74 108 4	1.2 TSI 85 S	£18945 84 115 7
2 2 2 2 2 2 2 2 2 2													
2 Sam													
2.5 Sam	1.2 Glam	£13000 69 124 3	1.6 CDTi 136 e'FLEX Design S-S	£18330 134 104 9	2.0 CDTi 195BiTurbEliteNav aut	£28359 192 149 24	1.6 CDTi 136 Tech Line	£17175 134	4 116 7	1.0 75 High Up	£11875 74 108 2	1.6 TDI 105 SE	£22085 103 102 11
1.4 FF Am													
L4 FG Siam						£23654 247 169 26	1.7 CDTi 110 S auto						
L400 Jam	1.4 87 Glam	£13325 86 129 6	1.6i VVT 115 Excite	£18635 114 147 12	1.4T 140 Design	£17744 138 123 15	1.4i VVT 100 Energy AC	£17865 99	140 7	1.0 60 S	£11300 59 106 7	GOLF SV 5dr mpv MQB plati	form gives the Golf proper
LATION DATE 1877 59 119 9 129 20 COTTINES FILE FILES 1999 159 117 141 141 145 151 141 141 145 151 141 141 145 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 141 14													
Lift Display Lift	1.4 100 Jam S-S	£12775 99 119 9	2.0 CDTi 165 e'FLEX Tech L S-S	£19995 158 119 20	1.4T 140 SRi	£19544 138 123 15	1.4T 120 Exclusiv AC	£18595 118	8 139 14	1.0 60 SE Design	£13735 59 106 8	1.2 TSI 110 S	£20215 108 117 14
LATIO Start Same													
Cons.S. Alf Mark Perversions. Spring and practical Cons.S. Alf Mark Perversions.													
Compression of the compression	1.4T 150 Grand Slam	£16995 148 139 14	1.6i VVT SRi	£19580 114 147 12	1.8 VVT Energy	£20284 138 164 15	1.3 CDTi 75 Tech Line AC	£15740 74	124 5	1.2 TSI 110 SEL	£16310 108 110 19	1.6 TDI 110 S	£21980 110 101 13
1.01 95.5 \(\) 1.02 95.5 \(\) 1.02 9 1.03 9 1.03 9 1.03 9 1.03 9 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.0													
1.01 15.5 \(\) 5.5 \(\) 1.02 9 \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \													
101155-5Sting R	1.0i 90 S-S SE	£14250 89 102 9	very decent small estate	****	2.0 CDTi 120 Energy	£22454 118 99 16	1.6 CDTi 136 Elite S-S	£28780 134	4 109 16	POLO 5dr hatch A mini Golf. S	weet handling, solid	JETTA 4dr saloon Big boot,	pleasant dynamics and
1.2170 Sting P175 69 126 2 1.6 CDNT110 erGLEX Etiles -S E24190 108 97 14 2.0 CDNT140 Etile P23264 118 99 16 1.41140 SRI													
12.170 Sking													
12.17 OSRIW-Cline E1175 69 126 2 1.6CDTI10 FEET Ench In S 5 E1930 100 97 14 2.0CDTI140 SRIW-Cline E2134 138 99 19 1.814 Id Esc. E2176 138 169 14 1.2TS190 SE E1440 89 107 15 2.0TDI110 SE E2150 109 105 15 12.17 OSE E1216 69 126 2 1.6CDTI36 eFIEX Design S 5 E1935 134 104 14 2.0CDTI140 SRIW-Cline E2134 138 99 19 1.814 Id Design E11425 89 121 6.0CDTI36 eFIEX Design S 5 E1935 134 104 14 2.0CDTI140 SRIW-Cline E2134 138 99 19 1.814 Id Design E11425 89 121 6.0CDTI36 eFIEX Design S 5 E2235 134 104 14 2.0CDTI140 DESIW E2134 138 99 19 1.814 Id Design E11425 89 121 6.0CDTI36 eFIEX Design S 5 E2235 134 104 14 2.0CDTI140 DESIW E2134 138 99 19 1.6CDTI36 Exclusiv E22360 134 109 16 1.2TS190 SE Design E1510 89 107 15 2.0TDI150 SE E22350 148 109 22 1.49 DESIGN E11425 89 121 6.0CDTI36 eFIEX Design S E11425 89 121 6.0CDTI36 eFIEX Design S E11425 89 121 6.0CDTI36 DESIGN E2134 138 99 19 1.6CDTI36 Exclusiv E22360 134 109 16 1.2TS190 SE Design E1510 89 107 15 2.0TDI150 SE E22350 148 109 22 1.49 DESIGN E11425 89 121 6.0CDTI36 DESIGN E2134 138 99 19 1.6CDTI36 Exclusiv E22360 134 109 16 1.2TS190 SE Design E1510 89 107 15 2.0TDI150 SE E22350 148 109 22 1.49 DESIM E11425 89 121 6.0CDTI36 DESIGN E2134 138 99 19 1.6CDTI36 Exclusiv E22360 134 109 16 1.2TS190 SE Design E1510 89 107 15 2.0TDI150 SE E22350 148 109 22 1.49 DESIGN E2134 138 199 19 1.6CDTI36 Exclusiv E2360 134 109 16 1.2TS190 SE DESIGN E11425 89 121 6.0CDTI36 DESIGN E2134 138 199 19 1.6CDTI36 Exclusiv E2360 134 109 16 1.2TS190 SE DESIGN E11425 89 121 6.0CDTI36 DESIGN E2134 138 199 19 1.6CDTI36 Exclusiv E2360 134 109 16 1.2TS190 SE DESIGN E1135 89 139 24 Undermetalt is superior ★★★★★ 149 SE DESIGN E11425 89 121 6.0CDTI36 DESIGN E2135 134 109 16 1.2TS190 SE DESIGN E1134 100 110 SE E2134 100 110 SE E21	1.2i 70 Sting	£9175 69 126 2	1.6 CDTi 110 e'FLEX Design S-S	£18755 108 97 14	2.0 CDTi 140 Design	£19334 138 99 18	1.4T 140 SE	£24485 138	8 154 15	1.0 60 SE Design	£14365 59 106 8	1.4 TSI 150 GT	£21795 148 123 21
1.27 O Ski W-Line		£11080 69 126 2 £11775 69 126 2	1.6 CDTi 110 eFLEX SRi S-S 1.6 CDTi 110 eFLEX Tech Ln S-S	£22755 108 97 14 £19930 108 97 14	2.0 CDTi 140 Energy 2.0 CDTi 140 SRi			£25965 138 £21760 138	B 154 16 B 169 14	1.0 75 SE 1.0 75 SE Desian			
1.44 90 Sting PS20 89 121 6 1.6 CDT1136 FELEX Tech. In S-S 26325 134 104 14 2.0 CDT1140 Eithe PS2334 138 99 19 1.6 CDT1136 Exclusiv PS20134 109 16 1.2 TSI150 ACT Blue5T E18540 108 110 19 2.0 TDI150 GT E23370 148 109 22 1.49 DESIGN PS20 149 PS20 149 PS20 PS20 PS20 PS20 PS20 PS20 PS20 PS20	1.2i 70 SRi VX-Line	£12810 69 126 2	1.6 CDTi 136 ecoFLEX Elite S-S	£24785 134 104 14	2.0 CDTi 140 SRi VX-Line	£22354 138 99 19	1.8i 140 Tech Line	£20575 138	8 169 14	1.2 TSI 90 SE			£22370 109 105 15
1.41 90 SM V-Line	1.4i 90 Life	£11425 89 121 6	1 6 CDTi 136 eFLFX SRi S-S	£23350 134 104 14	2 O CDTi 140 Tech Line	£21984 138 99 19	1.6 CDTi 136 Tech Line	£23690 134	4 109 16	1.2 TSI 110 SEL	£16940 108 110 19	2.0 TDI 150 GT	£23370 148 109 22
1.49 9S NV-Line		£9520 89 121 -	1.6 CDTi 136 eFLEX Tech Ln S-S 1 6i VVT 115 Design	£20525 134 104 14 £17145 114 149 12	2.0 CDTi 140 Elite 2.0 CDTi 170 Design			£25915 134 £27300 134	4 109 16 4 109 16	1.4 TSI 150 ACT BlueGT 1 8 TSI 192 GTI			
1.41 100 Turbo SRi	1.4i 90 Easytronic Design	£12080 89 119 -	1.6i VVT 115 Elite	£22295 114 149 12	2.0 CDTi 170 Design Nav	£21184 168 114 20	2.0 CDTi 130 ES	£23460 129	9 137 15	1.4 TDI 75 SE	£15475 74 93 13	1.2 TSI 105	£16275 104 128 13
1.41 100 Turbo SRi C12775 99 19 0 1.64 TWT SRi 2000 114 149 12 2.0 CDT1170 SRi Wt-Line Nav £24204 168 114 - 2.0 CDT130 Ethe 2.0 SRi Sr	1.4i 90 SRi VX-Line	£13155 89 121 -	2.0 CDTi 165 Elite S-S	£25275 162 124 20	2.0 CDTi 170 SRi	£22134 168 114 20	2.0 CDTi 130 Exclusiv	£24500 129	9 137 15	1.4 TDI 90 SEL	£17450 79 93 16	1.4 TSI 150 Design	£20705 148 134 20
1.41 100 Turbo SRI Wi-Line 1.41 110 Turbo SRI W		£12765 89 121 -	2.0 CDTi 165 Tech Line S-S 1 6i VVT SRi	£21015 162 124 20	2.0 CDTi 170 SRi VX-Line	£23354 168 114 -	2.0 CDTi 130 SRi	£25850 129	9 137 15	GOLF CABRIOLET 2dr ope			
1.3 CDTI 75 S Life	1.4i 100 Turbo SRi VX-Line	£13810 99 119 10	2.0 CDTi 165 SRi S-S	£23840 162 124 21	2.0 CDTi 170 SE	£22134 168 114 -	2.0 CDTi 130 Elite	£27365 129	9 137 15	1.2 TSI 105 S	£22070 103 139 15	2.0 TDI 110	£18100 108 112 13
1.3CD17755-SSR 121320 74 99 - 1.4T154 M39 frauture 1 221570 118 189 16 2.0CD1170 Elite Nav 22334 168 114 - 2.0CD1170 SE 22750 168 129 19 1.4T154 GBT 225750 168 129 19 2.DT15160 5E 22750		£13420 99 119 10 £13330 74 99 6	Z.U CDII 195 BiTurbo S-S ASTRA GTC 3dr coupé Goo	£25220 192 134 21 d looking three-door	Z.U CDTi 170 Tech Line 2.0 CDTi 170 Elite	£24514 168 114 -	2.0 CDTi 170 Exclusiv 2.0 CDTi 170 Tech Line	£23890 168	8 129 19	1.4 TSI 122 SE			
1.3 CDTI 75 \$\S \$\si \skT.\si \text{Line} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	1.3 CDTi 75 S-S Design	£13330 74 99 -	hatch with the dynamics to mato	h★★★★☆	2.0 CDTi 170 Elite Nav	£25364 168 114 -	2.0 CDTi 170 SRi	£27530 168	8 129 19	1.4 TSI 160 GT	£26715 158 150 29	2.0 TDI 150 Sport	£22995 148 119 21
1.3 CDTi 95 S-S SRi £14525 94 85 9 1.6T 200 SRi S-S £22820 202 168 25 on persuasive quality ★★★☆ 1.6 TDI 105 Bluemotion Tech SE £24590 103 117 17 1.2 TSI 105 Design £21625 104 129 16	1.3 CDTi 75 S-S SRi VX-Line	£15060 74 99 -	1.4T 16v 140 SRi auto	£22795 118 159 16	2.0 CDTi 195 BiturbSRi VX-Line	£26174 192 125 24	2.0 CDTi 170 Elite	£29045 168	8 129 19	2.0 TSI 265 R	£33650 261 190 39	underneath is superior	★★★☆☆
		£14670 74 99 - £14525 94 85 9	1.61 200 Sport S-S 1.6T 200 SRi S-S		Z.O CDTi 195 BiturboElite auto	£2/519 192 149 24							
	1.3 CDTi 95 S-S SRi VX-Line	£15560 94 85 -	2.0 CDTi 165 Sport auto	£23780 163 149 20				£16474 114					

LIKE YOU, WE ALWAYS PAY ATTENTION TO THE DETAILS.

PEUGEOT 308 GT LINE: PER MONTH SON PCP FOR 37 MONTHS: £249 0% APR REPRESENTATIVE

- Full LED headlights and fog lights
- Colour Touchscreen with Sat Nav
- **Reversing Camera**

PURE TECH

PEUGEOT RECOMMENDS TOTAL

Official Fuel Cansumption in MPG (I/100km) and CO2 emissions (g/km) for the 308 Range are: Urban 34.9 - 80.7 (8.1 - 3.5), Extra Urban 57.6 - 97.4 (4.9 - 2.9), Combined 47.1 - 91.1 (6.0 - 3.1) and CO2 139 - 82 (g/km)

MPG figures are achieved under afficial EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on the road driving conditions. Terms and conditions apoly, particles and is not actual on the road driving conditions. Terms and conditions apoly, particles and is not seen as a credit broker and is not of lender. We will only introduce gout to Peugest Financial Services. Over 186 and ye required intended by and written quotations avoidable from PSA Finance. UK Ltd Va Peugest Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA "0% APR Representative up to 37 months. "Model shown is a 308 GT Line Hatchbock 1.31 PureTech 130 565 with metallic paint. Peugest deposit contribution £500, customer deposit £5,494, 35 monthly payments poyable, optional final payment £9,132, connect at the property of the contribution £500, and the property of the contribution and the contribution £500, and the property of the contribution £500, and the property of the contribution and the payment and the contribution £9,132, and the property of the contribution £9,132, and the property of the contribution £9,132, and the property of the property of the contribution £9,132, and the property of the contribution £9,132, and the property of the contribution £9,132, and the property of the property of the contribution £9,132, and the property of th

lebo			dno	lebo			dno	lebo		П	dio	del
and Mode			E 8	Ž Ž			E 8	and Mode			E g	N E
Make ar	Price	_	CO ₂ g/km Insurance group	Make and Mode	Price	_	CO ₂ g/km Insurance group	Make an	Price	_	CO ₂ g/km Insurance group	Make and Model Price Bhp CO2 g/Km
		튭										
1.4 TSI 150 Sport 2.0 TDI 110	£25115 £21040	108	138 22 115 15	TIGUAN 5dr 4x4 Dull but ca but good ride and handling	pable sort	* * *		2.0 D4 190 SE Lux Nav 2.0 D4 190 R-Design	£27770 £25745	187 187	99 27 99 25	2.4 D5 SE Nav S-S £34570 212 126 3 1.6 D2 Business Editn S-S auto £25695 113 111 1
2.0 TDI 110 Design 2.0 TDI 150 Design	£23415 £24245		115 16 120 23	1.4 TSI 160 BMT Match 2WD 1.4 TSI 160 Match 4WD	£23955 £25645		156 21 178 21	2.0 D4 190 R-Design Nav 2.0 D4 190 R-Design Lux Nav	£26545 £28220	187 187	99 25 99 26	2.0 D3 Business Edition S-S £25695 161 119 2 2.0 D3 SE Lux S-S £33220 161 119 2
2.0 TDI 150 Sport	£25845	148	120 23	2.0 TDI 140 BMT Match 2WD	£25150	138	138 18	2.0 D4 190 C-Country SE Nav	£26870	187	112 24	2.0 D4 Business Edition S-S £27195 178 113 2
2.0 TSI 220 Sport CC 4dr saloon Loses a name a	£26345 and adds so		154 29 air but	2.0 TDI 140 BMT Match 4WD 2.0 TDI 177 BMT Match 4WD	£26920 £27925		150 19 151 23	2.0 D4 190 C-Country Lux Nav S60 4dr saloon T6 is rapid, a			112 24 car if a	2.0 D5 Business Edition S-S £28645 161 126 2 2.4 D5 SE Lux S-S £36170 212 126 3
never compels	***	r#s	Y	2.0 TSI 180 Match 4WD	£26485	178	198 24	niche choice	***	t # #		S80 4dr saloon Refined, high-quality exec saloon. Po
1.4 TSI 160 BMT 2.0 TDI 177 BMT GT	£25050 £29820		144 27 120 27	1.4 TSI 160 Blue Tech S 1.4 TSI 160 S 4WD	£21960 £23650		156 18 178 18	1.6 D2 R-Design Lux Nav S-S 1.6 D2 R-Design Lux S-S	£31745 £30745		103 20 103 20	ride and residuals ★★☆☆ 1.6 D2 SE Lux S-S auto £32220 113 109 2
2.0 TSI 210 GT	£29285	208	169 29	2.0 TSI 210 R-line 4WD	£29180	208	199 22	1.6 D2 R-Design Nav S-S	£29245	113	103 19	1.6 D2 SE Nav S-S auto £30720 113 109 2
2.0 TSI 210 R-Line 2.0 TDI 140 BMT	£29935 £26115		169 32 119 23	2.0 TDI 110 BMT S 2WD 2.0 TDI 140 BMT S 2WD	£22605 £23155		138 14 138 17	1.6 D2 R-Design S-S 1.6 D2 SE Lux Nav S-S	£28245 £30045		103 18 103 19	2.0 D4 SE Lux S-S £33720 178 104 2 2.0 D4 SE Nav S-S £32220 178 104 2
2.0 TDI 140 BMT GT	£27695	138	119 24	2.0 TDI 140 BMT S 4WD	£24925	138	150 17	1.6 D2 SE Lux S-S	£29045	113	103 19	2.4 D5 SE Lux S-S £36835 212 120 3
2.0 TDI 177 BMT R-Line EOS 2dr cc Pleasant and pred	£30470 ictable dri		120 28 Pling old	2.0 TDI 140 BMT Escape 4WD 2.0 TDI 140 BMT R-line 4WD	£27610 £28750		150 18 150 18	1.6 D2 SE Nav S-S 1.6 D2 SE S-S	£27745 £26745		103 18 103 18	XC60 5dr 4x4 Lovely, usable and attractive interior. worthy Freelander rival ★★★☆
now	***	rdes	7	2.0 TDI 177 BMT R-line 4WD	£29755	175	151 23	1.6 T3 R-Design Nav S-S	£28305	148	135 23	3.0 T6 R-Design Lux Nav AWD £43720 300 249 3
1.4 TSI 160 Sport 2.0 TSI 210 Sport	£27610 £29610		157 24 165 30	TOUAREG 5dr 4x4 Good va comfort and deftness	ue, and a c			1.6 T3 SE Nav S-S 2.0 D3 R-Design Lux Nav S-S	£26805 £32595		135 23 114 25	2.0 D4 SE S-S £31660 178 117 2 2.0 D4 SE Nav S-S £32460 178 117 2
2.0 TDI Blue Tech Sp.	£28185	138	125 23	3.0 V6 TDI 204 SE	£43605	204	173 39	2.0 D3 R-Design Lux S-S	£31795	134	114 25	2.0 D4 SE Lux S-S £34360 178 117 2
?.O TDI Blue Tech Exec. Scirocco 3dr coupé A con	£31325 nolete cou		125 23	3.0 V6 TDI 204 R-line 3.0 V6 TDI 262 SE	£46605 £45405		173 40 174 42	2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S	£30095 £30895		114 24 114 24	2.0 D4 SE Lux Nav S-S £35160 178 117 2 2.0 D4 R-Design S-S £32935 178 117 2
intertaining, practical and stylis	h ★★ ★	*		3.0 V6 TDI 262 R-line	£48405	258	174 42	2.0 D3 SE Nav S-S	£28595	134	114 23	2.0 D4 R-Design Nav S-S £33735 178 117 2
.4 TSI 125 .4 TSI 125 GT	£20735 £22585		125 22 125 23	3.0 V6 TDI 262 Escape CARAVELLE 5dr mpv Rugo	£45605 ed workho		180 42 carry	2.0 D4 R-Design Lux Nav S-S 2.0 D4 R-Design Lux S-S	£33845 £32645	178 178	99 29 99 29	2.0 D4 R-Design Lux S-S £35560 178 117 2 2.0 D4 R-Design Lux Nav S-S £36360 178 117 3
.0 TSI 180	£22790	178	142 31	people	***	tάά		2.0 D4 R-Design Nav S-S	£31345	178	99 28	2.4 D4 SE AWD S-S £33190 178 139 2
.0 TSI 220 GT .0 TSI 220 R-line	£26125 £28195		142 37 139 37	2.0 TDI 140 SE SWB 2.0 TDI 140 SE 4Mot. SWB	£36006 £38484		189 25 206 26	2.0 D4 R-Design S-S 2.0 D4 SE Lux Nav S-S	£30145 £32145	178 178	99 28 99 29	2.4 D4 SE Nav AWD S-S £33990 178 139 2 2.4 D4 SE Lux AWD S-S £35890 178 139 3
.0 TSI 280 R	£32580	276	187 42	2.0 TDI 140 SE LWB	£38190	138	189 23	2.0 D4 SE Lux S-S	£30945	178	99 29	2.4 D4 SE Lux Nav AWD S-S £36690 178 139 3
O TDI 150 O TDI 150 GT	£23455 £25305		109 27 109 28	2.0 TDI 140 Exec SWB 2.0 TDI 140 Exec. 4Mot. SWB	£38856 £41304		189 25 206 26	2.0 D4 SE Nav S-S 2.0 D4 SE S-S	£29845 £28645	178 178	99 28 99 27	2.4 D4 R-Design AWD S-S £34465 178 139 2 2.4 D4 R-Design Nav AWD S-S £35265 178 139 2
.0 TDI 150 R-line	£27375	148	109 28	2.0 BiTDI 180 SE SWB	£38070	177	192 29	2.4 D5 R-Design Lux Nav S-S	£35395	212	119 31	2.4 D4 R-Design Lux AWD S-S £37090 178 139 3
.0 TDI 184 GT .0 TDI 184 R-line	£26305 £28375		115 31 115 31	2.0 Bitdi 180 SE 4M SWB 2.0 Bitdi 180 SE LWB	£40926 £40254		208 31 192 30	2.4 D5 R-Design Nav S-S 2.4 D5 SE Lux Nav S-S	£32895 £33695		119 30 119 30	2.4 D4 R-Design Lux Nav AWD S- £37890 178 139 3 2.4 D5 SE Nav AWD S-S £35990 178 139 3
PASSAT 4dr saloon Supreme	ely well-ex	ecute	d fami-	2.0 BiTDI 180 Exec SWB	£40920	177	192 30	1.6 T3 Business Edition S-S	£21005	148	135 21	2.4 D5 SE Lux Nav AWD S-S £38690 178 139 3
/-sized prospect .6 TDI 120 S	£22320		105 15	2.0 BiTDI 180 Exec DSG 2.0 BitDI 180 Business SWB DS	£42840 G £68622		199 30 214 38	1.6 T3 SE S-S 1.6 T3 R-Design S-S	£26005 £27505		135 22 135 23	2.4 D5 R-Design Nav AWD S-S £37265 178 139 3 2.4 D5 R-Design Lux Nav AWD S-£39890 178 139 3
.6 TDI 120 SE	£23460	118	105 12	2.0BiTDI180 Bus. 4Mot.SWBDS	G £71553	177	232 39	1.6 D2 Business Edition S-S	£21745	113	103 17	XC70 5dr estate Dull and unexceptional, but built to
.6 TDI 120 SE Business .6 TDI 120 GT	£24115 £25420		105 12 109 13	2.0 BiTDi 180 Ex. 4M SWB	£43776	1111	208 31	2.0 D3 Business Edition S-S 2.0 D3 SE S-S	£22395 £27795		114 22 114 23	1ast ★★☆☆ 2.0 D4 SE Nav S-S £34470 178 117 2
.O TDI 150 S	£23445	148		VOLVO	ak adda Su	adich f	aveur te	2.0 D3 SE Lux S-S	£30095		114 24	2.4 D4 SE Lux 4WD S-S £38350 161 139 3
?.O TDI 150 SE ?.O TDI 150 SE Business	£24585 £25240	148	106 19 106 19	V40 5dr hatch New hatchba stock Ford platform	★ ★ →			2.0 D3 R-Design S-S 2.0 D4 Business Edition S-S	£29295 £24045		114 23 99 26	2.4 D5 SE Nav 4WD S-S £39285 212 139 3 3.0 T6 SE Lux 4WD £43180 300 248 3
.O TDI 150 GT	£26545		109 19	1.6 T2 120 ES	£19195		124 19	V60 5dr estate Appealing ca			d smooth	2.4 D4 SE Nav £36400 161 139 3
.0 TDI 150 R-line .0 TDI SCR 190 GT	£27540 £27895		109 19 107 22	1.6 T2 120 ES Nav 1.6 T2 120 SE	£19995 £20720		124 19 124 19	drive. Too small 1.6 D2 R-Design Lux Nav S-S	£33045		108 20	2.4 D5 SE Lux 4WD S-S £41235 212 139 3 XC90 5dr 4x4 Volvo takes the fight to Land Rover
.O TDI SCR 190 R-line .O TDI 240 BITDI SCR GT	£28890 £34625		107 23 139 28	1.6 T2 120 SE Nav 1.6 T2 120 SE Lux Nav	£21520 £23520		124 19 124 20	1.6 D2 R-Design Lux S-S 1.6 D2 R-Design Nav S-S	£32045 £30445		108 19 108 18	- with seriously impressive results $\star\star\star\star$ 2.0 T6 320 Momentum £49205 316 179
.O TDI 240 BITDI SCR R-line	£35620		139 28	1.6 T2 120 R-Design	£21495		124 19	1.6 D2 R-Design S-S	£29445		108 18	2.0 T6 320 Mollielitum £49203 316 179 2.0 T6 320 R-Design £52845 316 179
PASSAT 5dr estate Supreme y-sized prospect	ely well-ex			1.6 T2 120 R-Design Nav 1.6 T2 120 R-Design Lux Nav	£22295 £23970		124 19 124 21	1.6 D2 SE Lux Nav S-S 1.6 D2 SE Lux S-S	£31345 £30345		108 19 108 19	2.0 T6 320 Inscription £53745 316 179 2.0 T8 Hybrid Momentum £59955 395 59
.6 TDI 120 GT	£26970	118	110 13	1.6 T3 150 ES	£20945	148	124 20	1.6 D2 SE Nav S-S	£28945	113	108 18	2.0 T8 Hybrid R-Design £62855 395 59
.6 TDI 120 S .6 TDI 120 SE	£23870 £25010		107 15 107 12	1.6 T3 150 ES Nav 1.6 T3 150 SE	£21945 £22670		124 21 124 21	1.6 D2 SE S-S 1.6 T3 R-Design Nav S-S	£27945 £29505		108 17 139 23	2.0 T8 Hybrid Inscription £63705 395 59 2.0 D5 225 Momentum £45750 222 149
.6 TDI 120 SE Business	£25665	118	107 12	1.6 T3 150 SE Nav	£23470	148	124 21	1.6 T3 SE Nav S-S	£28005	148	139 22	2.0 D5 225 R-Design £49285 222 152
.0 TDI 150 GT .0 TDI 150 R-line	£28095 £29090		110 19 110 19	1.6 T3 150 SE Lux Nav 1.6 T3 150 R-Design	£25470 £23445		124 22 124 20	2.0 D3 R-Design Lux Nav S-S 2.0 D3 R-Design Lux S-S	£33895 £33095		119 25 119 25	2.0 D5 225 Inscription £50185 222 152
.0 TDI 150 S	£24995	148	107 21	1.6 T3 150 R-Design Nav	£24245	148	124 21	2.0 D3 R-Design Nav S-S	£31295	134	119 24	WESTFIELD
.O TDI 150 SE .O TDI 150 SE Business	£26135 £26790		107 19 107 19	1.6 T3 150 R-Design Lux Nav 1.6 T4 180 SE Lux Nav	£25920 £26970		124 22 129 26	2.0 D3 SE Lux Nav S-S 2.0 D3 SE Nav S-S	£32195 £29795		119 25 119 23	SPORT 2dr open Entry-level Westfield. Sport Turbo very quick and fun ★★★☆
.O TDI 190 SCR GT	£29445	187	110 22	1.6 T4 180 R-Design Lux Nav	£27420	177	129 26	2.0 D4 R-Design Lux Nav S-S	£35145	178	103 29	1.6 135 Sigma £18999 135 171
.0 TDI 190 SCR R-line .0 TDI 240 BITDI SCR GT	£30440 £36175		110 23 140 28	1.6 T4 180 C-Country Lux Nav 2.5 T5 254 R-Design Lux Nav	£27970 £31700		129 24 189 35	2.0 D4 R-Design Lux S-S 2.0 D4 R-Design Nav S-S	£33945 £32545		103 29 103 28	1.6 155 Sigma £19999 155 - 1600 Sport Turbo £24999 192 171
.O TDI 240 BiTDI SCR R-line	£37170	237	140 28	2.5 T5 254 C-Ctry Lux Nav AWI	£34100	251	194 30	2.0 D4 R-Design S-S	£31345	178	103 28	2.0 200 Duratec £23499 200 -
PHAETON 4dr saloon Big VV truggles to justify its price	W feels old ★★☆		and	1.6 D2 115 ES 1.6 D2 115 ES Nav	£21195 £21995		88 17 88 17	2.0 D4 SE Lux Nav S-S 2.0 D4 SE Lux S-S	£33445 £32245	178 178	99 29 99 29	Turbo UK225 £25649 225 185 1.6 Sport Turbo 3 UK200 £26500 201 178
.0 V6 TDI 240 SWB	£55550	236		1.6 D2 115 SE	£22720	113	88 17	2.0 D4 SE Nav S-S	£31045	178	99 28	XTR2 2dr open Mad bike-engined mini Le Mans race
.O V6 TDI 240 LWB OURAN 5dr mpv Good chas				1.6 D2 115 SE Nav 1.6 D2 115 SE Lux	£23520 £24520		88 17 88 18	2.0 D4 SE S-S 2.4 D5 R-Design Lux Nav S-S	£29845 £36695		99 27 120 31	Not cheap but fast ★★★☆ 1.3 £27950 178 -
land appearance	***			1.6 D2 115 SE Lux Nav	£25520	113	88 18	2.4 D5 R-Design Nav S-S	£34095	212	120 29	XTR4 2dr open As above, but even more so. Hard to
.0 TDI 177 Sport .2 TSI 105 S	£19940		150 24 149 12	1.6 D2 115 R-Design 1.6 D2 115 R-Design Nav	£23295 £24295		88 17 88 17	2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S	£34995 £22205		120 30 139 21	justify over obvious rivals ★★★☆ 1.8 £29995 192 -
.4 TSI 140 SE	£23750		159 18	1.6 D2 115 R-Design Lux	£24970		88 18 88 18	1.6 T3 SE S-S	£27205		139 22 139 23	ZENOS
.6 TDI 105 Blue Tech S .6 TDI 105 BlueTech SE	£21750 £23855		121 14 121 14	1.6 D2 115 R-Design Lux Nav 1.6 D2 115 C-Country SE	£25970 £23520			1.6 T3 R-Design S-S 3.0 T6 Polestar	£28705 £49785		237 38	E10 2dr open A Lotus and Caterham love child. Fun ar
.0 TDI 140 Blue Tech SE	£25620	138	127 19	1.6 D2 115 C-Country SE Nav	£24520	113	99 16	1.6 D2 Business Edition S-S	£22945 £23995	113	108 17	affordable in near perfect measure ★★★★★
.0 TDI 140 BlueTech Sp. SHARAN 5dr mpv Refined, fl				1.6 D2 115 C-Country Lux 1.6 D2 115 C-Country Lux Nav	£25520 £26520		99 17 99 17	2.0 D3 Business Edition S-S 2.0 D3 SE S-S	£23995 £28995		119 22 119 23	2.0 £24995 200 - 2.0 \$ £29995 250 -
ersion is cheaper	***	rdes	7	2.0 D3 150 SE	£23770	148	114 22	2.0 D3 R-Design S-S	£30495	134	119 24	
.0 TDI 177 SE .0 TDI 177 SEL	£30/30 £33630		152 23 152 23	2.0 D3 150 SE Nav 2.0 D3 150 SE Lux Nav	£24570 £26570	148	114 22 114 23	2.0 D4 Business Edition S-S 2.4 D6 AWD Plug-in Hybrid	£25245 £50175	275		
.4 TSI 150 S	£25500	148	167 16	2.0 D3 150 R-Design	£24545	148	114 21	2.4 D6 AWD Plug-in H R-Dsgn L	N £51875	275	48 -	
.4 TSI 150 SE .0 TSI 200 SEL DSG	£27810 £33955		167 16 198 25	2.0 D3 150 R-Design Nav 2.0 D3 150 R-Design Lux Nav	£25345 £27020		114 22 114 23	V70 5dr estate Spacious, bu steering and old engines	t suffers fr		ue	
LUU JLL DJU			146 14	2.0 D3 150 C-Country SE	£24870	148	117 21	1.6 D2 SE Lux S-S auto	£33220	113		
.O TDI 115 S	£26065		14/ 10	2 0 02 150 0 0								
.0 TDI 115 S .0 TDI 140 S .0 TDI 140 S .0 TDI 140 SE	£26815 £29125	138	146 18 146 18	2.0 D3 150 C-Country SE Nav 2.0 D3 150 C-Country Lux Nav	£25670 £27670		117 21 117 22	1.6 D2 SE Nav S-S auto 2.0 D3 SE Nav S-S	£31620 £31620		111 19 119 25	
.O TDI 115 S .O TDI 140 S	£26815 £29125 £32025	138 138 138	146 18 146 18			148 187	117 22 99 26			161 178	119 25 113 30	

AUTOCAR TOP FIVES Luxury **Mercedes-Benz S-Class** From £66,000 Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ***

From £73,000 Range Rover Whether outside the Dorchester or atop Ben Nevis, the Rangie shrouds you in an invincible sense of expense. ★★★★★



Tesla Model S P85D From £68,000 Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ★★★★



Jaguar XJ From £56,000 No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★☆



From £53,000 **Audi A8** Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★☆☆

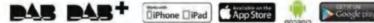


SMARTDAB

DIGITAL RADIO IN YOUR CAR ON YOUR SMARTPHONE

The SmartDAB connects to your smartphone to give Digital Radio in any car. It is a plug and play solution that you can fit yourself in minutes. The station logo, name, song and artist information is displayed on your phone. Digital music is played through your car stereo system via the 3.5 mm jack. Slide-show images are also displayed if transmitted by the radio station.



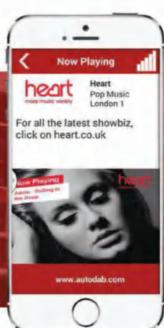














Wireless in-car DAB adapter with dedicated app...

- · Listen to DAB Digital Radio through your existing radio
- · Works with any vehicle with a 3.5mm Aux-in
- Controlled via the free SmartDAB App
- Simple station navigation
- · Save favourite stations for quick selection
- Supplied with amplified glass mount antenna
- Easy to install, plug and play digital radio solution
- USB port for device charging



BUY DIRECT FROM THE CIRCUIT OPERATOR FOR THE BEST DEALS

Call **0843 453 1000** or visit **www.msvdrivinggifts.com**

Calls will cost 7p per minute plus your telephone company's access charge

Give your loved one the joy of driving on a world-famous racetrack this Christmas. They can follow in the wheeltracks of legends in the sensational BMW M4 and a single-seater racing car, or head offroad in a Toyota GT86 rally car for some muddy good fun!

ROAD TEST RESUL

car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard ig 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

ALEA DOL	ÆΩ											
ALFA RON		**	_									
MITO 3dr hatch 1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	19.4	23.2	36/42	1265	7.4.10
GIULIETTA 5dr h					1.5	L.1	100	104	LJ.L	30/42	1203	1.4.11
2.0 JTDm	135		22.3	7.7	7.9	2.7	168	258	34 8	40/57	1475	13.10.10
2.0010111	133	0.4	LL.J	1.1	1.7	L.I	100	230	34.0	TO/ 31	1713	13.10.11
ALPINA												
B3 BITURBO 4d	r salo	on 🛨	***	rk								
B3 Biturbo	155	4.7	10.3		6.8	2.9	404	443	41.5	27/35	1610	29.8.13
										,		
ARIEL												
ATOM Odr open	***	***										
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.1
NOMAD Odr ope	n **	**	*									
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	na/na	735	24.6.1
ASTON MA												
V8 Vantage 2dr												
V8 Roadster	175		12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.0
RAPIDE 4dr cou	pe ★ 190		11.3	42	0.2	2 02	EEO	457	22.6	10/22	1000	20.2.15
Rapide S	190	5.3	11.3	4.3	0.3	3.03	220	431	33.0	19/23	1990	20.3.13
AUDI												
A1 3dr hatch *	***	* *										
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10
S1	155	5.9	14.4	5.2	5.4	2.6	228		25.6	30/39		28.5.14
A3 3dr/5dr hatc					• • •					00,07	.070	20.0.1
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.17
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.12.14
RS3 S'Back	155	4.1	10.3	3.7	7.7	2.8	362	343	30.7 34.2	26/37	1595	10.6.1
A4 4dr saloon/5	dr es			**								
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.10.12
NEW A4 4dr sald												
2.0 TDI S line	147		22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.1
A5 2dr coupé/ca				☆ _			227	240	a	22/42	4755	05.7.0
3.0 TDI quattro		6.4	16.6	5.9	8.0	2.7	237	368		32/43		25.7.0
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0		237	368	32.4	34/38		12.9.09
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	ומטט	27.10.10
A6 4dr saloon/5	141	8.9	* * * 24.1	77	9.3	2.8	175	200	24.4	11/EE	1675	4.5.1
2.0 TDI SE 3.0 TDI SE	155	7.2	20.3	7.7 6.4	3.9	2.9	201	205	20.0	44/55 34/46	1805	4.5.1 19.10.1
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.13
A7 Sportback 40				**			-	0.0		20,20		0
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.1
A8 4dr saloon *		**										
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10
TT 2dr ★★★★	☆											
2.0 TFSI S-line		6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.14
Q3 5dr 4x4 ★ 🖈		☆										
2.0 TDI SE	132	8.3	25.5	8.1	*11.5		175	280	35.8	33/46	1710	16.11.1
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1.14
Q5 5dr 4x4 ★★		*	242	10.3		20	100	250	20.0	20/27	1000	1410
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1.09
07 5dr 4x4 ★★ 3.0 TDI S line	145	6.2	17.6	6.2	*3.8	_	268	442	47.6	32/36	224E	12.8.1
R8 2dr coupé 🛨		0.2	17.0	0.2	3.0	_	200	443	41.0	32/30	2243	12.0.13
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5.0
5.2 V10 Spyder		4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3.10
SIL TIO SPYCE	1,,,		0.,	J.L	5.5		310	371	L-1.5	11/23		E 1.0.11
BENTLEY												
CONTINENTAL 2	dr co	upé 🗲	**	★ ☆								
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4.17
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6.1
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518	37.6	-/18	2195	8.7.1
FLYING SPUR 4				∤ ☆								
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8.13
MULSANNE 4dr			***	☆	**			750		10/01	2745	01.01
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	152	44.8	18/21	2745	21.9.1
PMW.												
BMW 1SERIES 3dr/5d	r hat	ch 🛨		, ,,,								
116d ED Plus	124	10.2	30.0	10.0	17.3	_	114	199	37.7	54/60	1305	27.5.1
M135i	155	4.6	11.4	4.0	6.8	2.6	315		35.9	30/41		14.11.17
2 CEDIEC 2dr co		ODUO.	rtible	T.U	U.U.	2.0	313	JLL	33.7	30/41	נדנו	(4.11.11

320d Sport 146 7. 70.9 7.6 9.7 2.6 181 280 36.2 41/57 1535 330d Touring 155 7.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735 318d Sport GT 130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615

12.1 3.0 148 243 40.4 42/56 1450 24.12.

M235i ES ACTIVE

220d C'vble

140

218d Luxury 129 8.9 26.5 8.7 12.1 3 SERIES 4dr saloon/5dr estate/5dr hatch

129 8.9 26.5 8.7

	Make and Model	. Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Мрh/1000грт	Mpg test/touring	Weight (kg)	TEST DATE	Make and Model
	M4 .	155 155	5.5 4.1	13.2 8.8	5.2 3.2	6.3 6.1	2.7 2.4	302 425			28/37 29/36		18.9.13 9.7.14	1.5 TDCi KUGA 5c
	5 SERIES 4dr sa 530d SE 520d SE Touri	155	6.4	16.1 23.0	5.4 8.3	*3.3 *5.0	3.0	241 181		48.1 38.7	36/46 38/42		31.3.10 6.10.10	2.0 TDC RANGER 3.2 TDC
	ActiveHybrid5 M5		5.6 4.3	13.5	5.0		2.6	335 552	332	40.4	27/33 19/28	1925	23.5.12	GINE
		155	5.3	13.1	4.6	*2.7		309			33/45		2.11.11	G40R 2 0 2.0
	650i cabrio 7 SERIES 4dr sa 730Ld	155 1 00n 153	5.6 ★★↓ 6.4	12.4 ★☆ 17.1	4.5 6.0	7.8	3.1	402			22/29		6.4.11	HON JAZZ 5d
1	i3 5dr hatch ★ 1 1.3 Range Extd	***		-	7.6	*4.9		168	184		40,43 !94wh/i			1.4 ES CIVIC 5d
	i8 2dr coupé ★ i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14	2.2 i-DT Type R (
	Z4 2dr convertil sDrive35i X1 5dr 4x4 **	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09	1.6 i-DTI CR-V 5di
	xDrive20d xLir	1 e 136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15	2.2 i-DT
	xDrive20d SE X4 5dr 4x4			27.4		10.7		181			37/43		12.1.11	HYU i10 5dr h
d	xDrive30d X5 5dr 4x4 ** xDrive M50d			16.9	5.8	11.1	2.6	255			34/45		27.8.14	1.0 SE i20 5dr I
	M X6 5dr 4x4 **	155 155	5.7 4.2	9.8	5.2 3.5	9.5 10.2		376 567			28/34 21/26		13.11.13	1.4 SE i30 5dr I 1.6 CRDi
.10	xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08	1.7 CRD
.10	BUGATTI VEYRON 2dr co				17	F 0	2.6	1102	1104	40.6	12/10	1005	2211	2.0 Pre
.13	Super Sport CATERHA		2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11	SANTA F 2.2 CRD VELOSTI
	CSR 2dr roadste CSR 260		★★ 4.1	☆ 9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05	1.6 GDI
.11	Seven 160	100	8.4	★ ☆ -	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13	050 5dr
.15	CHEVROL CAMARO 2dr co			<u></u>										2.2 Pre 070 4dr 2.2 Prm
	6.2 V8 CORVETTE 2dr	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12	JAG
.07	Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14	F-TYPE 2 V8 S cal
.13	300C 4dr saloo 3.0 Executive	n ★ 🖈	r★☆ 7.3	☆ 21.1	7.5	*4.5	26	236	200	20.0	30/34	2040	29.8.12	V6 S cou XF 4dr s 2.2 D
.10	CITROEN	144	1.3	21.1	1.3	4.5	2.0	230	377	30.0	30/34	2040	27.0.12	3.0 Spo XFR 5.0
.14	C3 5dr hatch * 1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09	XE 4dr s R-Sport
.12 .14 .15	DS3 5dr hatch > 1.6 THP 150 Racing	133 146	7.6 7.2	41.9 18.1	7.1 6.5	10.0 8.9	2.7 3.1	154 204			36/45 33/40		3.3.10 16.3.11	XJ 4dr s 3.0D LV
1.12	C4 5dr hatch ★ 2.0 HDi Excl.		☆☆	25.2	7.9		3.15	148			43/49		5.1.11	JEEF RENEGA
.15	C4 CACTUS 5dr 1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2		99			47/62		16.7.14	2.0 M'je CHEROK
.07 .09	2.0 BlueHDi C5 4dr saloon	130	10.1	30.1			2.9	148	273	34.7	44/52	1430	27.11.13	2.0140 KIA
.10	2.2 HDi DS5 5dr hatch	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08	PICANTO
.11 .11	2.0 HDi 160 BERLINGO 5dr N	134 MPV >	9.1	26.5 ★☆		11.0		161			42/55		18.4.12	CARENS 1.7 CRD
.13	1.6 HDi 90 DACIA	99	14.7		16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08	1.6 CRDi RIO 5dr I
	SANDERO 5dr h 1.2 75 Access		ack >			23.0	3.0	74	79	20.3	32/38	941	27.2.13	1.4i '2' OPTIMA
.14	FERRARI													21.7 CR SPORTA
.11 .14	458 2dr coupé 458 Italia 458 Speciale		3.3 3.2	7.0 6.8	2.4 2.3	5.7 5.4	2.3	562 597	398 398	-	17/20 17/na		18.8.10 20.8.14	2.0 CRD SORENT 2.2 CRD
.09	F12 2dr coupé > F12 Berlinetta	***		6.5	2.3	5.4		731		29.7	13/18		6.11.13	LAN
.15	CALIFORNIA 2d California							453			15/24		22.7.09	DEFEND 90 XS 2
.07	FIAT			_										HSE Lux
.10	PANDA 5dr hato 1.2 Easy 4x4 TwinAir	102	14.6 14.6	*	15.3 15.8	19.9 16.0		68 84			39/49 37/44		25.4.12 17.4.13	TDV6 HS
.12	500 3dr hatch			20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14	4.4 SDV RANGE F
.11 '.15	500 Twinair	108	11.7	_	13	15.3		84	107	22.9	35/39	1070	24.11.10	2.2 DS4
.13	FORD KA 3dr hatch * 1.2 Style+		☆ ☆ 13.6	_	23.2	10.4	20	67	80	221	41/53	1020	25.2.09	3.0 TDV SVR
.11	B-MAX 5dr MPV 1.OT Ecoboost	★★ 117	* * 7 11.6	39.0		11.0		118			35/41		02.1.13	LEXU IS 4dr sa
	FIESTA 3/5dr ha 1.4 Zetec	109	11.9	★☆ 43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08	IS300h CT200H
.15 .12	ST-2 FOCUS 5dr hatc 1.5 TDCi Zetec				6.0		2.6	180			32/41		15.5.13	SE-L GS 4dr s
.14	GRAND C-MAX 5 2.0 TDCi T'ium	5dr M	PV ★		**	11.1		138			59/63 37/48		28.1.15	GS250 NX 5dr 4 300h
.14	S-MAX 5dr MPV 2.0 TDCi T'im	★★ 123	* * 10.5	32.0	10.4	13.9	2.5	148			44/46		26.8.15	RC F 2dr RC F
.14	1.6 TDCi T'ium	103	13.2	-	13.9	19.1	2.9	114			40/45		6.8.14	LOTU
.12	MONDEO 4dr sa	100N/	odr/e	state	***	マネ							14115	ELISE 20

```
Braking 60-0mph
                                                                                                                                  Mpg test/touring
                                                                                                                             Mph/1000rpm
                                                                                                                        (Ib/ft)
                                                                                                                  Power (bhp)
                                                                                                  30-70mph
                                                                                                                                       ₽
E
                                                                                             0-100mph
                                                                                                        50-70mph
                                                                           ORT 5dr off-roader
                                                                                    99 14.3
                                                                                                  15.2 14.4 2.7 89 151 28 39/48 1384
                                                                                   122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
                                                                          R 5dr pick-up ★★★☆
Ci 109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
                                                                                   140 6.3 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
                                                                                   113 10.7 35.2 10.7 14.3 3.2 99 94 20.5 35/43 1075 29.10.08
                                                                           TIECEX 135 8.3 24 7.9 12.2 - 148 258 38.7 38/55 1480

GT 167 5.5 13.4 5.0 6.7 2.7 306 295 27 32/37 1378
                                                                           TEC SE 119 10.5 34.9 10.4 11.2 - 118 221 34.4 56/57 1324 16.9.15
                                                                           or on-roader ★★★☆☆
ITEC EX 118 9.7 31.3 9.9 5.9 2.5 148 258 32.4 36/45 1806 24.10.12
                                                                                   96 14.7 - 16.2 19.9 2.9 65 70 20.0 44/51 925 29.1.14
                                                                                  *******
114 12.2 42.4 12.1 17.3 3.0 99 99 21.8 43/54 1060
                                                                           i Active 115 11.7 38.3 11.5 14.8 2.8 109 192 22.5 49/60 1360 14.3.12
                                                                                   118 12.2 41.4 12.5 12.3 2.9 114 192 29.4 44/51 1555 7.9.11
                                                                           ir SUV 🛨
                                                                           125 9.6 28.4 9.6 16.9 2.6 138 123 24.9 35/42 1230 18.1.12
                                                                           NITI
                                                                           rsaloon ★★☆☆
emium 143 8.7 25.0 8.7 5.1* 3.0 168 295 42.5 49/59 1750 <u>5.2.14</u>
                                                                           m'm Tech137 9.6 28.6 9.6 15.8 3.2 168 295 40.8 39/45 1896 25.2.15
                                                                           UAR
                                                                                   186 4.0 9.4 3.4 8.0 2.8 488 460 46.8 19/29 1655
171 4.9 12.1 4.2 12.7 2.7 375 339 36.2 24/33 1594
                                                                                       7.6 22.9 8.0 *4.8 2.9 197 332 46.3 39/46 1840 21.7.1 7.1 18.4 6.6 8.5 2.9 271 442 49.7 32/46 1875 31.10.1
                                                                                   147 7.6 19.0 6.9 13.3 2.7 197 206 33.8 30/49 1530 1.7.15
                                                                                   155 6.3 16.5 6.6 *3.6 2.7 271 443 43.5 28/36 1960 9.6.10
                                                                           et 4x4 L'd 113 10.8 37.6 11.2 10.0 3.5 138 258 34.0 41/53 1502 28.10.15
                                                                           KEE 5dr 4x4 ★★☆☆☆
O 4x4 Ltd 117 12.3 43.4 13.0 13.8 2.7 138 258 34.7 39/43 1846 <u>24.6.14</u>
                                                                                   95 13.8 - 14.9 24.4 3.2 68 70 21.3 33/54 950
                                                                                   112 12.9 51.2 13.9 15.2 2.8 114 192 31.7 47/56 1581
                                                                                   117 10.6 34.1 10.3 9.6 2.5 113 188 28.6 39/49 1370 20.2.08
                                                                                   114 11.4 39.1 11.5 19.1 3.0 107 101 23.3 40/50 1155 14.9.11
                                                                                   125 10.5 35.4 10.4 10.6 3.2 134 239 31.9 41/46 1535
                                                                                   112 10.5 41.8 11.3 12.2 3.0 134 236 33.6 35/39 1635
                                                                           Di KX-4 128 9.3 28.6 9.4 *5.7 - 197 325 35.2 35/39 1953
                                                                           2.4D 83 15.1 − 17.0 15.5 3.5 121 265 26.2 19/28 1889 11.4.07

/ERY SPORT 5dr 4x4 ★★★☆
                                                                                        8.9 27.6 9.0 11.8 2.4 188 310 47.2 34/37 1863 18.3.15
                                                                           -ISE
                                                                                   109 12.2 42.8 13.0 7.9 3.4 193 328 36.6 17/24 2718 16.11.04
                                                                           ROVER 5dr 4x4
                                                                                   idr 4x4 ★★★★
135 7.0 19.0 6.7 *3.8 2.9 334 516 41.8 25/35 2625 12.12.12

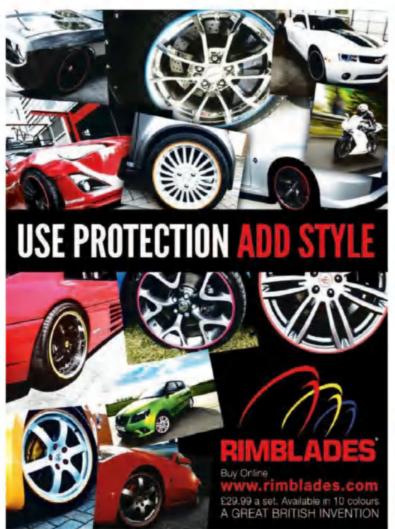
VOQUE 5dr 4x4 ★★★★☆
                                                                                   VOOUE 5dr 4x4 ★ ★ ★ ★ ★ ★ ★ ★ 184 30.8 9.5 *5.7 3.1 187 310 37.3 30/36 1815

PORT 5dr 4x4 ★ ★ ★ ★ ★ 130 7.8 22.5 7.5 12.2 3.1 255 442 43.1 33/42 2115
                                                                                   162 4.4 10.3 3.8 12.6 2.6 542
                                                                                   143 8.1 20.2 7.3 *4.3 2.7 220 163 - 39/48 1720 21.8.13
                                                                                   112
                                                                                       11.1 37.2 11.4 *7.0 2.7 134 105/153 - 46/52 1450 23.3.11
                                                                                   144 9.2 26.0 9.0 16.2 2.9 207 187 34.4 26/32 1695
                                                                                   112 9.7 30.4 9.1 *5.6 2.7 194 na - 32/38 1905 1.10.14
                                                                                   168 4.8 10.7 3.9 12.9 2.9 471 391 39 24/28 1765 18.2.15
130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15 1.6
                                                                                   127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10
```

Make and Model Top speed O-60mph 30-70mph SO-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/fouring Weight (kg)	Make and Model Top speed 0-60mph 30-70mph 50-70mph Braking 60-0mph Torque (Ib/ft) Mph/1000rpm Mpg test/fouring Weight (kg)	Make and Model Top speed 0-60mph 0-100mph 30-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000pm Mpg test/fouring Weight (kg)
	MICRA 5dr hatch ★★★☆☆ 1.2 Tekna 105 11.6 - 12.3 18.7 3.0 79 81 22.6 45/53 1002 19.1.11	RAPID 4dr saloon * * * * * * * 1.2 TSI 114 11.3 45.5 11.5 14.2 2.9 84 118 26.1 40/47 1175 5.12.12 SUPERB 5dr hatch/estate * * * * * * *
EXIGE S 2dr coupé ★★★★☆	NOTE 5dr hatch ★★★★☆	2.0 TDI SE 135 8.8 24.9 8.2 11.2 2.8 148 251 37.2 47/54 1505 9.9.15 VETI 5dr SUV ***
MASERATI	PULSAR 5dr hatch ★★☆☆ 1.5 dCin-tec 118 10.9 35.5 10.8 13.1 2.9 108 192 35.7 50/57 1307 12.11.14	2.0 TDI 140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.10.09
		SUBARU XV 5dr hatch ★★★☆☆
		2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12 FORESTER 3/5dr hatch ★★★☆☆
GHIBLI 4dr saloon ★★★☆ Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 123.14	Ceaf 91 10.9 - 11.4 7.3 2.8 107 207 8.76 320Wh/m 1545 27.4.11	2.0d XC 18 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 56.13 WRX 4dr saloon ★★★☆★ STI Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 256.14
MAZDA 2 5dr hatch ★★★★☆	1.5 dCi 2WD 113 10.8 39.2 11.1 12.9 2.9 109 192 35.0 49/56 1365 192.14 X-TRAIL 5dr hatch ***	SUZUKI
1.5 Sky'v-G SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15 3 5dr hatch ★★★★☆	370Z 2dr coupé ★★★★☆	SWIFT 3/5dr hatch ★★★★ 1.2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 159.10
2.2 SE-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13 55dr MPV ★★☆☆ 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	GT-R 2dr coupé ★★★★★	CELERIO 5dr hatch **** 1.0 SZ4 96 12.9 - 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15
6 4dr saloon/5dr estate ★★★★☆	Black Edition 193 3.8 8.5 3.6 5.3 2.5 478 434 28.1 19/28 1775 6.5.09	SX4.5-CROSS 5dr hatch ★★★☆ 1.6 DDIS SZ4
MX-5 2dr open ★★★★	M600 2dr coupé ★ ★ ★ ★ ★ M600 225 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.10.09	1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15
CX-3 5dr hatch ★★★☆	PEUGEOT	TESLA MODEL S 5dr hatch ★★★★★
CX-5 5dr hatch ★★★☆ 2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12		Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13
MCLAREN	GTi 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.2.15 308 3/5dr hatch ***	TOYOTA AY60 50f hatchback ★★★☆ 10.0VIT: 0.00 120 - 152 241 20 69 70 225 40/62 000 2714
6505 2dr coupe/roadster ** * * * * 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13 P1 2dr coupe * * * * * *	1.6 e+IDI 115 118 10.1 32.6 10.4 13.9 3.0 114 199 38.5 48/59 1395 15.1.14 508 SWe state ★★★★ 2.0 HDI 163 138 9.6 28.6 9.7 5.8 2.57 161 255 32.3 32/46 1680 25.11	1.0 VVTi 99 13.9 − 15.2 24.1 3.0 68 70 22.5 49/63 900 27.14 VARIS 5dr hatchback ★★★☆ 1.33 TR 114 11.5 43.6 10.9 19.6 2.9 98 92 23.7 42/51 1065 28.9.11
	2008 Mini SUV ★★★☆	1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11
MERCEDES-AMG C63 4dr saloon ★★★★★	3008 5dr hatch ★★★☆	GT86 3dr coupé ****** 2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 47.12
	Hybrid4 118 9.0 31.6 8.9 8.6 2.6 161+36221+14832.7 41/49 1790 25.1.12 5008 5dr MPV ★★★☆	AURIS 3/5dr hatch ★★★☆☆ 1.6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07
	RCZ 3dr coupé ★★★★☆	PRIUS 5dr hatch ★★★☆ T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 - 48/56 1415 8.7.09
A-CLASS 5dr hatch ★★★☆☆	RTHP 270 155 6.8 15.3 5.5 5.8 3.0 266 243 24.2 36/44 1355 122.14	LAND CRUISER V8 5dr 4x4 ★★★★☆ 4.5 D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.1.08
A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 14.8.13	PORSCHE BOXSTER 2dr convertible ★★★★ \$2.4 A 7 114 A 2 14 2 20 211 266 40 2 25/22 1420 276.12	VAUXHALL
B200 CDI Sport 130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12	S 3.4 172 4.7 11.4 4.2 14.2 2.9 311 266 40.3 25/32 1420 27.6.12 CAYMAN 3dr coupé * * * * * * * * * * * * * * * * * * *	ADAM 5dr hatch ★★★☆ 1.2 JameccPLEX 103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 62.13 VIVA 5dr hatch ★★★☆ VIVA 5dr hatch ★★★☆
		1.0 SE A/C 106 13.0 − 14.1 19.0 − 74 70 20.3 49/55 938 15.7.15 CORSA 3/5dr ★★★☆
C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 237.14 CLA 4dr coupé/5dr estate ★★★★☆	Carrera 180 4.8 10.8 3.8 11.7 2.3 345 288 32.8 21/35 1445 7.3.12 Targa 182 4.3 9.8 3.6 15.0 2.4 394 325 37.9 21/29 1578 18.6.14	1.4T SRi VX-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14 VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 65.15
200 CDI S't S'Brk 134 10.1 29.7 9.6 11.9 3.4 134 221 33.5 53/59 1555 18.11.15		MERIVA 5dr MPV ★★★☆ 1.4T 140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 2.6.10
	918 SPYDER 2dr coupé * * * * * * * 4.6 V8 214 2.6 5.3 1.9 2.2 2.3 874 944 41.2 28/44 1740 22.10.14	ASTRA 5dr hatch ★★★★ 1.6 CDTi 136 SRi 127 8.8 25.7 8.8 8.6 2.6 134 236 33.4 55/58 1350 309.15
	PANAMERA 5dr hatch ★★★★☆ 4.8 Turbo 188 4.0 9.2 3.4 13.5 2.5 493 567 45.0 20/28 2045 209.09 MACAN 5dr 4x4 ★★★★★	INSIGNIA 5dr hatch/estate ★★★★☆ 2.0 CDTi160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08 ZAFIRA TOURER 5dr ★★★★☆
E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 144.10 CLS 4dr coupé/5dr estate * * * * *	Turbo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 4.6.14	2.0 CDTi 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12 MOKKA Mini SUV ★★★☆
350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.4.11 350CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 9.1.13	RADICAL SR3 SL 2dr ★★★★☆	1.4T 118 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12 VXR8 4dr saloon ****
S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 16.10.13	SR3 SL 161 3.4 8.4 3.7 4.8 2.7 245 265 24.9 14/- 765 30.11.11	
GLA 5dr 4x4 ★★★☆☆	RENAULT TWINGO 5drhatch **** Dynamique 94 17.6 - 19.1 29.4 2.9 69 67 20.8 42/52 865 29.10.14	VOLKSWAGEN UP 3dr hatch ★★★★ 10 Wish lip 106 12.9 - 14.7 19.6 2.9 74 70 20.5 44/50 0.45 71211
M-CLASS 5dr 4x4 ★★★☆	ZOE 5dr hatch ★★★☆☆	1.0 High Up 106 13.8 - 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11 POLO 3/5dr hatch *** *** *** *** *** *** *** 1.2 70PS \$\S\$ 103 14.2 - 15.4 23 2.9 69 83 22.8 41/51 1075 23.9.09
GL 5dr 4x4 **** GL350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 247.13	CLIO 5dr hatch ★★★★☆	1.4 TSI BlueGT 130 7.5 22.2 7.1 8.0 2.9 138 184 28.1 40/49 1212 13.2.13 GOLF 3/5dr hatch ***
SL 2dr convertible ★★★☆ SL 500 155 4.3 9.9 3.6 6.5 2.7 429 516 39.6 10/24 1815 8.8.12	RS 200 Turbo 143 7.4 20.9 6.9 9.1 2.8 197 177 20.8 32/37 1204 23.10.13 MEGANE 3/5dr hatch ★★★☆☆	2.0 TDI 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.1.13
	250 Cup 156 6.0 13.7 4.9 6.6 2.7 247 251 28.4 28/34 1320 13.1.10 275 Trophy-R 158 6.4 14.0 5.0 6.4 3.1 271 266 27 26/33 1297 5.11.14	e-Golf 87 10.5 - 11.0 7.0 2.7 113 199 7.6 244Wh/m1585 10.9.14
MG 3 5dr hatch ★★★☆☆	SCENIC 5dr MPV ★★★☆ Grand 1.4 TCe 121 11.0 34.8 10.4 9.2 2.3 129 140 22.1 28/36 1457 16.9.09 KAD JAR 5dr hatch ★★★☆	GTE 138 7.7 18.2 6.1 7.7 2.5 201 258 7.6 44/45 1599 20.5.15 SCIROCCO 2dr coupé ***** 2.0 TS1GT 144 6.7 17.0 6.1 7.9 2.7 197 207 20.6 29/39 1390 10.9.08
1.5 3Form Spt 108 11.4 41.5 11.6 19.6 2.8 105 101 22.2 37/41 1150 25.12.13 6 5dr hatch ***		
	ROLLS-ROYGE PHANTOM 4dr saloon ★★★★☆	2.0 TDI 190 GT 144 8.7 23.6 8.1 13.1 3.2 187 295 37.9 45/52 1614 4.2.15 TIGUAN 5dr 4x4 ***
MINI 3dr hatch ★★★★★	2dr Coupé 155 6.1 15.5 5.9 *3.4 2.9 453 531 38.7 7/18 2495 27.8.08	
JCW GP 150 6.6 14.9 5.2 5.6 2.4 215 192 23.6 34/45 1160 20.2.13		3.0 V6 TDI SE 135 6.9 19.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 1.9.10
COUNTRYMAN 5dr hatch ★★★★☆ Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 299.10 COUPE 2dr coupé ★★★☆	WRAITH 2dr coupé ★ ★ ★ ★ ★ Wraith 155 4.6 10.0 4.5 *2.1 2.9 624 590 45.9 15/27 2435 21.5.14	V0LV0 V40 4dr hatch ★★★☆ D3 SE Lux 130 8.9 26.6 8.7 10.2 2.8 148 258 36.5 46/52 1545 15.812
	SEAT IBIZA 3/5dr hatch ★★★★☆	S60 4dr saloon ★★★☆ D4 SE Nav 143 7.6 20.4 6.9 9.2 3.0 179 295 39.4 46/59 1580 5.3.14
Cooper S 141 8.1 19.9 7.3 8.0 2.5 182 177 23.7 33/45 1260 9.5.12	Cupra 1.4 TSI 140 7.0 19.6 6.3 *3.6 2.4 178 184 21.3 31/40 1172 21.10.09 LEON 3/5dr hatch ★★★★☆	V60 5dr estate ★★★☆ D5 SE Lux 143 8.1 21.0 7.1 8.2 2.7 202 310 39.2 32/48 1700 8.12.10
ASX 5dr hatch ★★★☆☆	Cupra SC 280 155 5.9 13.6 4.4 7.1 2.7 276 258 27.2 28/36 1441 26.3.14	
OUTLANDER 5dr 4x4 ★★★☆	ALHAMBRA 5dr MPV ★★★☆ 2.0 TDI 170 DSG127 10.5 38.3 11.2 *7.0 3.0 168 258 30.5 35/40 1935 1.12.10	
2.2 DiD GX5 118 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 273.13 PHEV GX4hs 106 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 164.14	SMART FORTWO 3dr hatch ★★★☆☆	XC90 5dr 4x4 ★★★★☆ D5 Momentum 137 8.3 23.9 8.3 *5.0 - 222 347 33.6 37/39 2009 17.6.15
PLUS 8 2dr convertible ★★★☆☆	Prime 96 11.2 - 11.4 12.3 3.2 89 97 22.3 -/- 880 4.3.15	WESTFIELD SPORT TURBO 3dr hatch ★★★☆
4.8 V8 - 4.9 11.1 4.0 8.3 3.2 390 370 36.0 24/32 1230 22.8.12 3 WHEELER 2dr convertible ****	SKODA FABIA 5dr hatch ★★★★☆	ST3 UK200 142 4.6 12.6 6.9 4.7 3.1 201 185 22.7 25/- 650 3.10.12
	OCTAVIA 4dr saloon/5dr estate ★★★★☆	ZENOS E10 Odr open ****
	1.6 TDI SE 121 11.6 43.0 12.5 13.6 2.7 104 184 32.3 46/56 1230 10.4.13	S 140 4.3 11.2 4.1 5.3 2.9 250 295 33.9 21/23 725 7.10.15













=MC=

www.MarlowCars.co.uk































01582 967777 8am-10pm • 7 days a week

Keys Khaled

Khalida

Kiernan Kirton

Kitson

Laker

Lamb

Lane

Lamont

Langan

Lawley

Leake

Legend

Leopard

Leung

Little

Loon

Lough Louise

Lovett

Lucie

Lynas

Lynette Mack

Mairead Mallett

Manuel

Mariana

Marcia

Marley

Marron Mary

Marzena

Maclan

Mathew

McCloy

McGlynn

McGrory

McIlrov

McIvo

Meena

Meera

Mehter

Melek

Mellon Melton

Melvvn

Merrill

Moores

Morag

More

Morris

Muller

Mvnard

Nahar

Neale

MNG

IMNT

MO I

MPC

I MPF

5 MSI

MV 4

I MVH

McClean

Lou

Len

N6II SON

Nelson | SEA 2IE

STA I2T

DTA I

T4 ROT

TEI4 GUE

Talk to our sales advisors The UK \$ Largest Private Number Plates Dealer



ERN 35T G3 ARY Geary AUS 773N

D3 NCH BAB 3R

PII ONK S4 ULS

M46I EOD BAII BER 8I GGS

GRU I3B BA5I AFC BAS 7L

n.

•

7

4

4

M34 NEY BEA 66H

DUN 574N BE55 ELL BEW I6K

S47 ERS BHA 47IA BI6 COW BI6 DAY HEA II3Y Heaney

Y3 LLS

NAP I32R PAL 46E BRA IR

OHA 64N

S77 ORY 82 YAN

GIO BEY

TIIS URY CAN 333E Tilbury CAN 7T

NES 817T CEC 3IIA

ADR 214N AKE 2S ALF 26D AUG ORT AII7 ONY 42 FAN A2II OLD AR63 NEL ASA 22E ASH II6Y AII3 REY Allo REY BI4 KER B4I0 OCK RBA IE

BAII MER BAIO GUN B4I2 KER 842 NEY BAR 2R SI7 ORK BAR 22IE B42 TON **BAS 570W** NAS IIH B4 TON

WEII SBY B3 RTH **BER 724M** BLI3 ACH 8I END BOL 4IID BOII GHT BOX 4IL B240 LEY ralace B2IO GER
T24I NER B2IO GET
Trainer B2I5 TOL B206 DEN **BRII KFR**

BUS 5E BU5I ARD MEII TER BYE 2S BYR 20N SHE 423R C4I2 NEY CA5I TLC CHA II3L CHA IIG LA5I ZOE CHA 77IN

AAD I

3 BHC

5 BJA

5 BJN

IRIV

BJZ I

BKC |

I BKN BLS 7

6 BMO 5 DDH I EJY BPW I 4 DDL I ENB

Adrian | Akers CHE 32IE CHI3 UNG Alfred CHII RMS Allport Amor CLA 216F CLA 2K CII4 UDE Antony Arfan CI47 DEN Arnold COB 80ID Arsenal Asare BCO IF COII FER Aubrev Audre COM 85 COII BOY Austen Ayesha Raher CON I4N

Bake COO 7E Baldock COP I3Y COI2 NER Rale Balme COS 73R CO5I UME Balogun Bamber COU IIIL Banham 60 YLE CIO YNE Barker Barney CRE 3D CI20 OKS Rar Barrie CI20 UCH Barton Basa **CUILLUM** CUI2 NOW CUR 7IN Bastow Baton DAF 700 **DAR 2311**

D4 NDO D42 RAN Bayleaf Beach Reats D342 DEN DEN 73R Berth Bertram DER II6K DES 12E DIII VYA Bewick Rhatia DOIL OPS Big Cow DON 4IID DOII KEY DOR 4A Big Day Blanks Bleach **DOR 66N** DOT 7 Blend D055 ET Boland DOT 5 DOV 3E DOW 3IIL Bradlev DOW IIS DI2 HAY Bra Bridger DIIO LEY Bridget Briers **DUM 809** DWY 73F Brogden DYE 2R E4II ONN Broker

E420 LEY ECC I3S Bryan Bryce EDG 9E Bustard EDW 420S ELS IIE Byers **ERN 35T** Byron Cagey Cane EII9 ENE EVE 2371 Cant F4 BRE FAC 7S Carney Castle Cecelia FAR IIOA Celine **FAR 223R** FEA I20N Chanel Chang FEL I6IA

I I ENC

6 EPM I EPP I EPR

2 FPW

Cherie Cheung FFII TCH FLA 66G Churms FI ESH Clarice FIII OOD FOO I2D F24 SER Clark Claude Clayden FR6LGHT Cole GAL IIIA Colfe

Cobbold GAB 2I6L GAII ANT GAII DER Collett Combs **G420 NER** GAI2 NER Conboy **GAR 242D** Condon Conlan GI4 UGE GI47 NOR GAY 70N Coote Copley Corne GEA 4R Coste GHA 24IA GIII LEN Costume Coul GLO 2IIA Coyle 60I DEN GOII DER G60 LDS Coyne Craik Creed Crooks GON 6G 60 RGE Crouch GOU 9H Cullum Curnov Curtin Dafydd Dando

GRA 58Y G23 GOR GRU IIOY **GUF 559** GUN 73R OGW 3N Darran Darrell H4I RCO HAL IIIL HAL IIIA Dearden Denver Derick HAL 1371 Desire Divya H4II OWS H4II SEN Dollons H428 OUR H420 EEP HAT 773R HAY 47T Donald Donkey Dora Doreen H34 TER HED II3Y Dossett H33 LE Dots HF64 RTY Dove HEN 16Y Dowell HIII NDS

WHOS DAY HOG 63T HOII OUR Dudley Dumbos II OOK Dwyer HOW IL HUI2 LEY Dyer Famonn HVR 5T HUS 4M H7I AND Eardley Eccles Edge I LDA Edwards IIKA J43 GEF JAG 63R Ernest JAW IB J47 SON Eugene Everett Fabre J62 OME Facts Fag JEY 3S JOW 37T JOY II3R Farida Farrer Fearon JUII ENS K3I RON KEL 1371

K3ILLEY

I HJE

I HJW

HKA HLC I

HLH I

JVG 8

LJVK

JW 3

6 JWJ

43 JY

KBB I

I KPV

KSJ 9 I KSO

I KTP

LKU

LKUN

48 KY

KYO I

87 1 4

Felicia

GMY I

GN I I GN/

I GNC

I GNK

I FJT

34 FL

3 FMW

Fitch Flagg KFY 7S KHA 4I3D KHA IIOA Flesh Flood KI32 NAN KII2 TON Foord Fraser KII7 SON Freight Fung LAK 3R LAM 888B Gabriel L4II ONT Galina BI ANF Gallant LAII GAN LAW I3Y Gander Gardner L3 AKE LEF 6H LEG 3IID Garrard Gauge LEN I

LEO IIS Gaynor L309 ARD L3 UNG Gayton Gear Ghazala Gillen LII7 TLE I OON LOU 5 Gloria Golden LOILGHS Golder LOU I56E Golds LOV 37T Gong Gorge LUC 6IF LYN 4S Gough LYN 37E MAC 6K MAI2 EAD M4II ETT M4II UFI

Grash Gregor Grundy Guess MAR 614S M42I ANA MAR 213Y Gunter Gwen Hair Halil Halima MAR 220N MAR 2Y Hallett M422 ENA Hallows MAS I3N Hansen MI47 HEW Harbour MCC I34N Hardeep MCC IIOY M66I YNN Hatter Havat M660 WAN McGowan Heater Hedley MCG 202Y M6II ROY

Heelev Hegarty Henley MCII VOR MCN 6E MEE IIA Hinds Hobday MFF 2A Hoggett MEH II3T Honour MEII TER Hook MEL 3K MEII LON MEL 70N Hurley Hurst M3II VYN MER 2IIL MER 50N MER 77L Hyland Ilda Ilka Jaeger

Merson Meryl MIIO RED MOO 23S Mildred Jagger MOI2 AGS MOR I2F Jayson MOR 2IIS MUII LER Jerome Jeyes Jowett Munday Munson MIIII DAY MUII SON MYII ARD Jovner lulien NAD 33N Nadeen Keiron NAH I4R Kellett NEA IIE Kelley N34 VFS Neaves

ILKR

2 LKS I LLD

LLS I

LMR

38 LN LNA I

LLNI

NER 7S Nerys NEW 832Y Newbery NEW 802N NISI ET NOO II4N Noonan NOR 4A Nora NUA IIA OBR 2I3N Obrien Ohagan Older OHA 64N OLD 3R Olley OLL I3Y OLW 7N Olwyn ORG 4N ORG 185 Organ Orgies Padley PAD I3Y P4I NEY P4II ELA Pamela P444 NSY Pansv PAI2 DOE Pardo Pascal PAS 5K Pask PAT 216F Patrice Peacock PED I3Y Pedley PFF 7T P36 LER Pegler PII6 KUP Pickup PLA IIK Plank PIII UME I POE P00 I3Y POO IS PIOO RCH POU 176R P206 TER PUII TER RAF 4L

RAM AA RAM 463E R4II ONA RAII DLE R47 HOD

REA 450N R66 BOK REH 4IIA R3II ATA REII EES I REP RHO IIOA I2 OBY I20 GER 20 LL0 ROS 377A ROW 6E ROII YAI RUB IIIA RII9 ERT RUS 70N RUT 7H KRY 4N SAK IIIA

SAL 14H SAII LLY

S4II TER S4II EER

SAY 6D

534 N

NTB I

LNTH

I NTJ

NU I

I NVA

INVH

I NWA

INXN

PNB I PNS 9

I POF

I PPN

SCA 8I3T SCO 23R

6 PSA

PSD I I PTK

PTL I

PVG

I PWI R 9

IRAA

Roger Rollo Rosetta Rowe Royal Rubina Rumble Rupert Ruston Ruth Rvan Sakina Salah Sally Salte Sameer **SAN 550M** Sansom WOII DEF WOO I64R WUR 23L YEO II4N Sayed Scarlet Scorer

Sean

I RTA

I RTJ 8 RV

I RVA

I RVG

I RVR

I RW\

YOI4 NDA

VDS

VFC VGH

I VGS

9 VIR

1 A1C

IVIT

TEU I

I TFG I TGG I TGJ

ITHK

I THY

I TIN

I TKC I TKD

Poe TV I Pooley T3II PLE Pools T324 NCE TES 73R Porch Poulter THO 2N Proctor THO 2IIE Punter THO 129E Rafal TI32 NEY TIII KKA 717 LEY Rama Ramage Ramona TON 6F Randle Ranger 70 VEY TRE 3E Rathod **TUL 1371** Reason TII2 NFF Reebok TU5I CUN Rehana **TUT 70N** Renata TWE 3D UTT IIIG Rep VAR 1371 Rhonda V4 LISE VEG 6E V3II TCH VIII RGC VOII UME VIO WLE IWA IT WAII YSX GWA I5H WAI2 NER WFB 8131 **W333 WEE** Vee Wee W33 D0N Weedon W3II LER WES 570N WET 5 WIII ARF WIII COX

Searle Secker SEN IO2R Senior SES 70N Sestor MESI EXY Sexy Sharp SHA 42F SHE 23E Sheree Shery SHII GUN Shogur SHO 273R Shorter SIIO VEL SLE 3I6H SI UGS Sleigh Slugs SLII RRY SOR 47 Slurry Soraya SOU 544 Sousa S74I NFF Stainer Stamp Start 573 FAN S706 KER Stefan Stocker S7 OWE Stowe Strang STI2 ANG S724 NGE Strange Tai T4II ARA Tamara TAN II3R Tanne Tarot T422 AN

Tarrant Teague **KAN 333E** Television Temple Terance Tester Thorr Thorne Thorpe Tierne Tikka Titley Tonge Tree Tullett Turner Tuttor

Tweed Utting Variet Vaus Veggie Veitch Virgo Vowels Wait Wall Walsh

Warner

Webley

Weller

Wharf

Wonder

Woolga

Wurzel

Yeoman

Yolanda

2 WJE

I WJL WKP I WLG I

I WLN

WLP

I WNC

60 WF

Wet

Weston



REE MAGAZIN

CUFFLINKS:

VOUCHERS

MODEL CARS





EEM I 8 DTL

4

TOS I NOW £27,996 I BVH 2 EPW NOW £6,396

6 CHD I GWK 3 DGK

KP I v £280.000 **I AMF** 9 PGM

2 DEJ I DFA 3 DFL 5 AEK 3 AEN BV 8 I BVH 6 AFG I BVM LAFI I RVS I DFP AFP 6 I BWG 3 BWH DGF I 9 AHH 5 RWM 7 DHD AHT CA I CBR I 7 DH AHV I ALR CCJ 2 1 CCO 92 CE LACC APJ I I ATT CEZ I 7 CGL 6 CHD 6 AWG AY 6 BBF I CIG I 9 BCB 5 BCF 4 CKW 3 CLD I CMF I BD0 78 RF I CNF 3 BEJ BGR I

6 DSN 8 DTL 9 DWG E 67 I EAA 8 EAF I EBT I ECD 2 FDW CNJ I I EEF I CNL 8 CPR EF 2 EFL I CRV I 8 EG I EGE I EHA 6 BHM I CUR I CVE LEHD I CVR I EHF

Chattin

7 BRJ 13 DDW

3 DME 5 DNB 3 DPN 3 ESD 5 ESG I ESO I ETW I EWK 6 FAD 4 FAP I FBH I FBT I FBW LECI 8 FCN I FCN I FCP FD 5 I FDD I FDP LEDI 8 GFC I GFF 5 GHC I FEK 2 CY 9 EJD I FFX LGHE DAO DBG EJI I 3 GHP 96 GJ

I FJE

LEJK

6 GLJ

5 GME | I HHT

3 GPA I GPV I HMK I HMT ER 2 8 FN I FND FRI4 FOR I 9 GRG IHNS I ERK 2 ERW 49 FF FPR I GSA I 6 GS. ESC 3 I FPS 8 GSK I GTA I GUD I FSF I GUJ LETE 3 G\ I FUD I FVS I FWF I GVG GWD HAS I GA I 9 GAD I GAJ LHCA 5 GAM LHCK I GCK 9 GCS 7 GDD I HCC 8 HCF I HD I GDK GDN I 3 HEG I GEY IHFE

HNZ I I HO HPP I 6 KCD I KCE KCN I 4 HRG HRW HSW 5 I HTK I HVA HVD I I HWS I JCN I JDO LIDV 9 JEG JFF 7 JGS I I JKV I JNE LHFF LJNH HFL HFO 6 JRN I HFP JS 6

I HFT 59 HG

I HGP

LUTT

I LBK I LBN 5 KCI LIRT 4 KCR 8 LCJ 5 LDA LKEK 3 LDD I LDG KFK I LDS 9 LKFF 8 LDW LE I I KGO I KGR LIFP I KGS i LGF I KHC I KHS LGM 4 LGR 9 I KJV I KJY LLGT IKKE I LHR 2 KLA LLJN I KLE I LJR I LJV 47 KN LK I 8 JSE I JSW 5 JTL I KNR KNS I MIFI

KO 2

KPI

I LKG

7 LKP

I LOD I LPD LPE I LPL I I MVS I PBH MWG 4 PCC 32 N INBA LPS I I LPW I LRN I NB INBN NBV I LRT LSA 5 LSJ 4 I NCJ 4 NCM 4 NCN 76 ND LSR I 3 NDF I LSV I LTG NFW I NGC 4 ITH INGI I LTK I LUT NGM I NJE I LVS I NLW LWF NMC NMC INRD 97 MC IMEJ INRG MFL 9 MFP 3 I NRM 5 NSA 9 NSD NSH 7 I MKG

I RYF I SBW 7 RDA SEK 4 3 PCF 2 PEF 5 PEJ IRDE RDO I 4 RDR PEK 6 REK 8 I PES I PEX I RF RFT 7 3 PFC I RF\ PFH I I PGN 6 RGJ RGL 6 5 PGP I RGM I PGV I PHE I RGT RHE PHR I I RJD I RJO 5 PKD I RKD RKM 6 RMJ 9 PLP 6 PLS RMY I 5 PMC I RRC PMT I 87 PN

RSE 6

RSJ 9

3 SGJ SGT I SHC 6 LSKP SKT I I SLN 4 SND LSNI 6 SNF I SOE LSRN SU 5 SWJ ISWR I SYY 43 T TAD I I TBL I TBS RRD 4 LTCF 4 RRW RS 2 I TCP

3 TDD

68 TE

I VCS

IVDC

WPK I WPS 4 I WPW TKN I I VLL WR I WRG I WSE TKS 3 VI M VP I TN 63 ITNA VRB WSF VRC VSW I WSJ I WSK ITNH TNJ I I TNL I VTB WVA I I TOL VTS WVN WWL I TRN ۷Ú۱ WWT I TRV I VVI TSF I I WCF 1 X7 I TSN I TTA WCC I I WCE I WCF YCB I I YCC 4 TWG YE I I YEB YEC I YEF I TY 6 WCW WDC I VA I WDF WDP I I WDT WFD I I VAD YEP I VAF VAJ I YHI I VAM WFH I LYJL I VAP I VCH I WFR WH 79 I YJS I YLL

I WHE

I WHM

YPS I

I YY

ros AND 20S

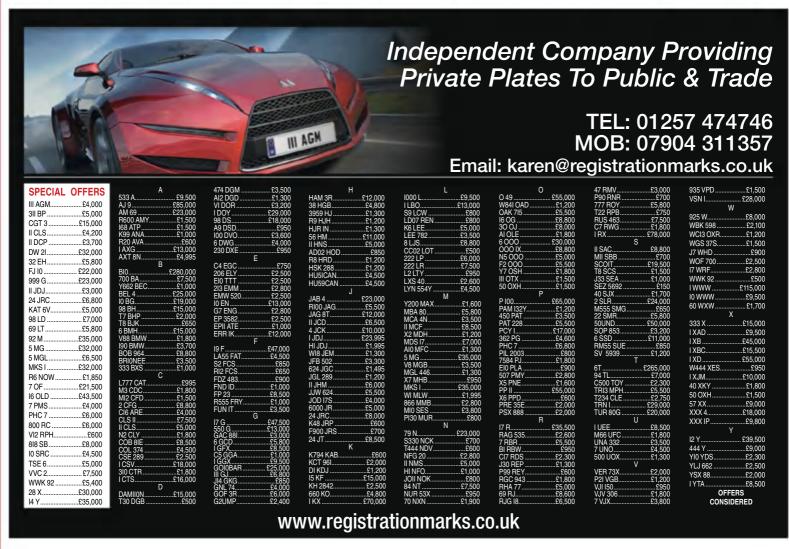


I NS.

7 MNB

CentralRegistrations

333 BD 7 CSD **\$1 EYO** HOG 1X J10 KES M 60 5 MRH **PBK 111** 6 RH SHA 10Y TSL 395 **B16 ABC** BBR 1 7 CSJ MAK 50N 639 F HPP 1K 1 KFT 59 MS 555 PD 1 RH X **SHA 11S** 378 TTW 555 AC **BCM 602** CSJ 499 FAT 3L **249 HRY** 6 KG S16 MAL MSM 417 218 PDH 888 RJ **18 SJD** 185 TU 65 ADE BEA 1S 98 CT 1 FBS **HU 5075 KLD 472 MAP 405** 6 MST A11 PEP RJB 1 999 SK TUN 3L 777 AE BEE 1X 4444 CT **MAS 168** 4 FCJ **HUX 663** 605 KM 2 MUG **18 PET** 9 RJT K1 SKH 4 TVR 27 FK 888 AF **B1 EST** 1 CTS 1 HY 5324 KM **MAW 323 MWL 452** PEX 1R 983 RK SKH 69B **TVX 808** 71 AG C1 BER **CWA 676** FLJ 505 **JAA 541 K00 8S** MAX 4D MXS₁ 9 PG RM 1 86 SN 1 TY AH 4394 25 BF 48 FP M99 JAB MAX 4N **RMR 966** R1 CWN **KRA 762 B16 MYC PGP 17 SNH 946** J1 TYM 444 BG **AJB 21** DAM 3 FS 59 **41 JAK** 2000 KS M1 AXY 30 NAT 5554 PH **39 RN** 105 SNO X8 UFO AJS 6 8 BJS 8 DAT **JAM 337** A14 FWD **923 KUB** M11 AXY 7 NCG 1599 PJ **\$11 ROS A11 SOC** 444 AL 140 DBF LAM 15A ULY 1 86 BL **71 JAN B10 MAY** 1 GBX **NH 638 ROS 33N** N15 SON 17 PJC **ALD 350N** 52 BN GC 4486 DCB 1 10 JAT LBL 41R 3 MB NIL 2550 12 PJG K11 ROY **\$16 SON UPP 308** 9 ALJ 415 BOB **432 DCH** 8 GCS A1 LCO 43 MB **\$16 NJA PJS 97 RPD 251 B8 SPY** A18 URR A11 ALO 714 BOD **B8 DCM** 999 GD 6 JBL 19 LD 8414 MC **NJW 850** 8104 PK **66 RR 908 SRB** 55 UXR 4444 BW ALX 1A DCY 9 8 GDP **JDP 472** LEA 1S 88 MCD **NLJ 996** PL 5075 **RRD 287** 2222 \$\$ VAN 3T 7777 AM 999 CA **DEL 503** R400 GEF JEM 9N **LEE 449** 5047 ME NOB 2X PM 1678 **RRT 823** 8888 ST VCB 1L 65 AMB 368 CAD 75 DG R99 GEG **B10 JET** 3 LEG **MEG 440 444 NP** L555 PMC 59 RS SUE 1C VG 361 **16 AMM** 6 CAW 93 DH 81 GF **12 JET** L1 EXY S16 MEL **NRN 349** A1 PNK 7 RSH 82 SUE **VJW 590** 26 AMS C12 BBS **DHC 596** 1111 GG 4353 JI LFT 7 777 MEL NUX 5 **545 PPP** RT 3297 A1 SUH **VOC 150** 888 AN 7777 CC 14 DJC 444 GH JJD 791 L1 DLE 98 MF **NV 68 PRM 131 RUB 888Y** SUN 1S 10 VXX ANG 5 20 DJG G113 SON CD 7 L1 VES 9399 MG 5 JLK **54 NW** 53 PS 6 RWM 99 SW A1 WAF **ANN 444X CEP 444 DLO 35** 89 EJ JM 3279 1 EVV 6228 MH **ODN 550** PSK 6 **RYE 370** 999 SXP **ANT 182A** WAT 71N 888 CF 555 DM **GLJ 612 26 JMS** LJ0 52 MJB 91H **A19 OFF PSL 685** A11 TAJ RYL 4N 2 CGG 333 AP P1 DNB **GM 4967 JON 778 BLIS** 16 MJC WCG 3 J1 OKE 2099 PT RZ 8510 **TAM 919** 2396 AP F20 CHA **DOV 982** 42 GN **JOS 1A LKW 810 \$900 MJC** 9 OL **PTH 538** PO51 TAN **SA 9849** A7 WEL **24 APS** 4444 DS **CK 20** R999 GOI 8888 JF A8 LOK 111 MJF M10 ONS **PYD 861** 10 SAD **TAS 16 580 WMT** A1 RAB **CM 732** 775 DT **GP 7156 JPH 133 MJK 250** LOR 8 A11 ONS **RAG 657** A5 SAY D1 TEK **88 WNX** ARR 15E 88 CN 6 DU 5555 GS JPS 16 S6 LOS T600 MJP 00 5789 P11 RAL 444 SD TG 1064 938 WPB S16 ART M1 CNW **DUD 601** 9 GSH 1500 JR M8 LOT 5441 MM **OPR 667 RAS 706** SDF 1 500 TH **58 WPL** ASM 1D COA 1S **DW 66** 6 GSK 15 JRD **MMB 585** LOU 1F **L800 OTH RB 9858** 666 SE TK 25 H1 WSP ATH 3N C00 1S 350 DW 888 GT S TL 7 LPS M1 MMV 6 0X SEK 8 94 RD **70 YS** 44 X 444 B 9999 CP **B11 EAL** B10 GYM 9 JTH LS 2293 A11 MNC P6 23 RE **\$11 SES TPD 412 BAL 500**k 140 Y 9455 CR **K9 EAT** K7 LUC V88 M06 **HHS 916** JW 8 K1 REP 1111 P 32 SF TP 5577 1 YO **BAS 797 CRM 994** 29 FL 6280 HK JW 5491 LW 797 MOP 50N **PAS 199** 3145 RF **SFE 111 B16 TRY** 1010 BB 49 CS **ELJ 487** 1 Y00 **46 HL** 306 JW 777 LYN **698 MPP** PAT 7L 700 RG 99 SH 78 TR



MOTOREG

PERSONALISED REGISTRATION NUMBERS WE WILL NOT BE BEATEN ON PRICE

B8 AET	€699	CXZ 868	£399	K9 GLF	£599	B7 PEK	£459
L3 ALM	£675	T1 DCF	£999	W2 GSF	£850	A4 PLP	£750
Y90 AMC	£499	V77 DEK	£699	X6 HAB	€599	T100 PMR	€499
AF04 AMY	£880	DFZ 626	£399	L12 HAK	£545	L1 PNM	€680
T12 BEG	£449	S888 DJC	£550	F11 HUT	£499	P11 PNW	£499
BFZ 656	£399	DXZ 737	£399	HXZ 565	£399	T7 RPE	£870
H16 BTC	£499	EFZ 595	£399	IXZ 616	£399	L2 SBO	£459
M77 BRU	£500	W20 EMF	£399	B13 JEB	£649	K7 SOM	£499
A10 BWS	£499	J2 EMT	£499	S28 JGB	£675	TCY 40H	€500
BXZ 282	£399	FBZ 525	£399	J40 JKS	£690	T6 TEU	£650
V2 CAE	£599	R1 FWB	£499	P2 JPJ	£730	VFZ 272	£399
A17 CBY	£499	B5 FWS	£699	S55 JRG	£549	B1 VMS	£799
2 CDF	£4999	H2 GBR	€699	F17 JRP	£499	AU10 WAY	£699
CDF 347	£1495	T1 GCD	£749	H13 KES	£599	14 WRA	£1999
CDF 305	£1795	Y81 GGS	£799	M100 MPD	£650	R3 WRK	£580
CDF 80Y	£999	S1 GHD	£749	NJZ 1860	£299	YFZ 727	£399
L3 CWT	£499	B10 GLB	£499	OFZ 929	£399	J999 YOU	£499

Prices correct at time of going into press. All prices include transfer to vehicle

SIMILAR PLATES REQUIRED | CUSTOMERS WAITING | FREE VALUATION

AJZ 8

AJZ 888

AJZ 88

AJZ 8888

Exceptional opportunity...

An exciting opportunity to purchase a very rare full set of 4 number plates. Never before has there been an occasion to have all of your private or business fleet with matching numbers. Whether you simply want a plate that is private and exclusive or be the fortunate one to whom share these initials, no matter which this is an opportunity not to be missed.

This is the perfect time to start an investment portfolio of plates...

£44,950 o.n.o - Telephone 07771 611117



Contact Hannah Mathew on 0208 267 5733 or hannah.mathew@haymarket.com

EHB 15

£4,995

All Sensible Offers Considered **On Retention**

T: 01383 850 202

A FI2 TDF

Offers over £5000

07870 203 621



WE ARE LOOKING FOR PRESTIGE PLATES FOR **WAITING CLIENTS**

Established 1974

61E Seamoor Road, Westbourne, **Bournemouth BH4 9AE**

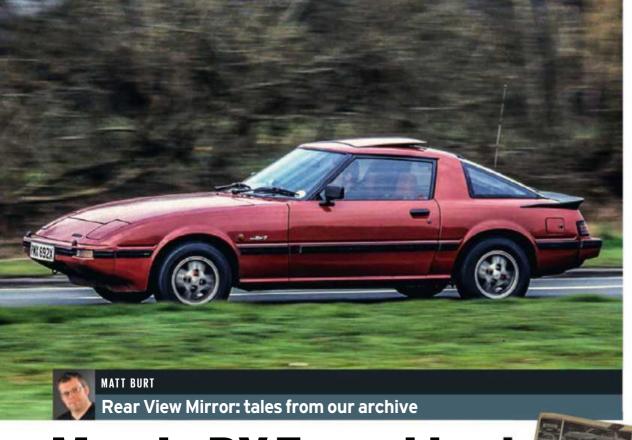


www.pna.co.uk sales@pna.co.uk

Prestige	FM 19	7 JX	NO 4	TOM 3Y	56 BN	48 FP	30 LE	27 RM	ACV 75	4395 BB	BTK 816
AAB 11	FC 6	4 K	18 O	TON 9	67 BN	FV 10	42 LE	RG 65	150 AD	5555 BB	983 BTR
AAS 8	4 FFF	88 K	OI 3	TON 17	23 BO	43 FW	78 LF	RG 67	29 ADA	BB 696	BTS 127
6 AH	2 FMW	JD 666	00 77	898 TR	56 BR	56 GE	92 LJ	RG 69	45ADS	1970 BC	27 BUK
4 AK	FSO 1	KE 1	77 00	1 UA	32 CA	56 GF	47 LW	39 RN	777 AE	10 BCC	777 BUT
AK 6	3333 G	K4 AHN	5 OOT	9 USA	54 CB	58 GH	92 LW	RP 11	910 AGT	5 BDF	648 BUV
AK 7	5 GA	K1 RRK	11 OU	V1NEE	93 CB	37 GS	15 MC	59 RS	10 AJC	5 BDJ	BUW 21
AML 77	111 GJ	KW 48	1111 P	22 WWW	CB 26	58 GT	11 MG	44 SB	AJW 39	802 BDM	BW 271
10 BCC	7 GS	K4AHN	21 P	WM 6	88 CN	19 HE	MG 65	89 SB	151 AKC	BF 555	4444 BW
BF 7	GS 146	KS 17	11 PF	WC 45	43 CS	HM 33	75 MJ	32 SM	294 AKF	511 BFH	5000 BW
BF 11	17 H	KS 5	999 PH	4 WD	49 CS	56 HM	22 MU	86 SN	1967 AM	176 BFJ	2310 BW
BJ 3	H 97	KS 6	POR 5H	22 XXX	13 CT	10 HY	56 ND	SN 13	AM 292	2000 BG	BWE 723
BK 4	HAJ 1G	6 LL	PR 8	96 X	19 CT	56 JA	33 NF	86 TK	AML 77	444 BG	7 BX
BR 6	HB 7	L 43	16 PR	1 XD	CK 20	JB 39	29 NL	65 TU	767 AML	BG 4785	22 BXJ
7 BUD	4 HER	LJ 2	PS 4	7 XA	47 CW	39 JD	84 NT	24 TN	AMM 519	BG 7290	2 BXS
7 BX	5 HER	LJ 3	10 R	7 XC	33 DL	16 JH	00 77	75 TN	AMY 6	BG 7993	2488 BY
82 C	1 HKV	LJ 4	RGR 6	20 Y	75 DM	JH 54	11 OU	15 TT	2 ANB	639 BHR	1999 BZ
C 144	HM 33	LJ 6	4 RON	7 YN	73 DN	53 JB	80 OL	61 TH	ANP 964	100 BJ	999 CA
4 CAT	10 HY	7 LX	1 RH	5 YYY	73 DS	JB 72	00 77	73 TL	2 ARD	66 BJT	222 CB
381 D	4 JAK	M 36	5 RY	2x2s	DL 95	41 JN	77 00	TK 25	13 ASD	91 BKN	444 CP
DB 171	JB 39	M 55	59 RS	AA 82	97 DT	JP 11	11 PF	57 UD	ASH 4	700 BL	12 CBS
2 DOG	4 JEY	M 63	8 S	43 AB	64 ED	68 JS	69 PN	70 WN	99 ATP	BLJ 2	CCL 66
5 DOS	JH 54	FSO 1	44 SB	82 AT	20 EF	87 JW	50 PE	41 WR	180 ATS	BLZ 2289	CDS 55
1 DR	3333 J	MT 5	2 SLK	16 AY	33 EJ	39 KF	69 PE	21 WL	680 AVY	BL 871	CDZ 867
D1 SHY	JJ 2	MT 15	5 SPY	65 AN	EL 22	81 KK	16 PR	55 WL	1295 AW	110 BMR	CGS 8
DT 6	JJ 3	333 MW	1111 T	10 BA	12 EP	17 KL	98 PR	51 XX	919 AW	BND 800	CKB 36
1 DT	333 JJJ	47 N	58 T	25 BF	45 EP	45 KR	60 PS	Dateless	1 AXG	445 BNM	24 CLB
E 33	JON 1N	67 N	94 T	30 BV	EE 11	KS 17	15 PY	843 ABJ	444 B	396 BOK	646 CKD
6 EP	JOY 1S	69 N	TES5S	42 BL	33 FD	36 KS	15 PU	569 ACJ	666 B	666 BPG	CLS 4
8 EP	JS 535	NAS1R	TH11MAS	90 BL	27 FK	KW 48	68 RD	4 ACK	B 6718	523 BSM	CN 5560
EMA 2	JW 260	7 NJ	T1 TCH	92 BL	34 FM	19 LD	92 RD	200 ACR	999 BA	BSS 712	COO 999
F 1	JW 8	4 NJU	111 TK	86 BL	FM 19	11 LE	34 RE	ACS 92	3506 BB	400 BT	9999 CP
						1	1				

Telephone Now 01202 877395

WE HAVE MILLIONS MORE PLATES AVAILABLE



Mazda RX-7 road test 24 November 1979

utocar kicked off its road test of the Mazda RX-7 by proclaiming the model "the Wankel's lonely champion", with the manufacturer remaining the standard-bearer for rotary engines in road cars.

The front-engined, rear-wheel-drive sports coupé was first seen in March 1978, and this magazine got its hands on one near the end of the following year, in line with its UK launch.

Mazda wasn't having too many difficulties in selling the car in lefthand-drive form. In the 17 months up to the British launch, more than 90,000 cars had been sold, and production was running at around 7000 cars per week.

Produced by Toyo Kogyo, as Mazda's parent company was then called, the RX-7 was imported to the UK by Mazda Car Imports (GB) Ltd in Tunbridge Wells and sold for £8549 in the UK - a comparatively steep price compared with its US tag of \$7195, which worked out at £3564.

Company chairman Kenichi Yamamoto was a passionate believer in the Wankel engine and the benefits it could bring to Mazda by differentiating it from its rivals. However, such dedication had been tempered with a more pragmatic approach, borne out of near-bankruptcy in the early 1970s, and Mazda had bolstered its range with cars using more conventional engines.

'Mazda claims to have improved on the Wankel's other great failing, fuel economy but to what extent remains arguable

As Autocar put it: "The company has apparently persevered and flourished because of a blend of piston-engined caution and Wankel-engined enterprise.

'The enterprise has been sensibly aimed. The Wankel is not noted for good low-speed power, so they put their new-generation rotary in a sports car, where bottom-end power, though still very desirable, is not essential."

Power for the RX-7 came from a twin-rotor engine that offered four times its single-rotor displacement (573cc) to give an effective 2292cc capacity. It produced a claimed 105bhp at 6000rpm and 106lb ft torque at 4000rpm.

Autocar reckoned the RX-7 was aimed squarely at the Porsche 924, with other rivals including the BMW 323i, Lotus Eclat 523, Ford Capri 3000S and Triumph TR7.

"Mazda claims to have improved on

the Wankel's other great failing, poor fuel consumption - but to what extent remains arguable. Our tests show that in both steady-speed and general respects the car is thirstier than its rivals, but again, economy is less important in the sporting market," our testers wrote.

The RX-7 won favour for its attractive shape. "The body, greatly admired by most onlookers for its apparently good aerodynamics (Mazda claims a 0.36 drag coefficient) and - unusual for a Japanese car - exemplary lack of unnecessary ornamentation, sits on an independent front end – MacPherson strut - and a live-axle rear," said Autocar.

Less impressive was the car's outright performance. The RX-7 recorded a top speed of 113mph but was left trailing its rivals in the 0-60mph acceleration test. Whereas the fastest car, the Lotus Eclat, set a time of 7.9sec, the RX-7 took 10.1sec.

It didn't cover itself in glory in terms of fuel economy, either, recording 18.2mpg by Autocar's reckoning, compared with the 27.8mpg of the most fuel-efficient rival, the Porsche 924.

"The Mazda appeals strongly to many people with its looks and holds the road well, but it could do with better steering. The question mark over its engine is today a faint one, but one wishes that its mechanical refinement was matched by better sound reduction," was Autocar's conclusion.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage

Tel +44 (0)20 8267 5630 Email autocar@haymark aymarket.com

Editorial director, Automotive Jim Holder

Editorial director, Automotive Jim Editor-in-chief Steve Cropley Digital editor John McIlroy Deputy editor Mark Tisshaw Head of video, features Matt Prior Managing editor Allan Muir Production editor Melanie Falconer

Production editor Melame Falconer Reviews editor Will Nightingale Chief tester Matt Saunders New cars editor Roy White Deputy reviews editors Nic Cackett, Vicky Parrott Senior reviewer Lewis Kingston Reviewers John Howell, Alan Taylor-Jones

Senior digital reviews editor Mark Pearson Digital reviews editor Hemal Mistry ws editor Tom Webster

Content editors Matthew Burrow, Darren Moss

Content editors Matthew Burrow, Darren Moss Chief sub-editor Tim Dickson Group art editor Stephen Hopkins Deputy art editors Michele Hall, Paul Harvey Chief photographers John Bradshaw, Stan Papior Photographers Luc Lacey, Will Williams

Videographer James Holloway Picture editor Ben Summerell-Youde Editorial assistant Doug Revolta Office manager Charlene Harry

EDITORIAL CONTRIBUTORS European editor Greg Kable Used car editor James Ruppert Senior contributing writer Andrew Frankel Senior contributing editor Richard Bremner Special correspondents Mauro Calo, Jesse Crosse, In Holloway, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA FNOLLIRIES

Tel - 4 (0)20 8541 3434

Con lact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972

SYNDICATION ENQUIRIES

Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING Classified +44 (0)20 8267 5817

Classified +44 (0)20 8267 5817

Production +44 (0)20 8267 5574

Production +44 (0)20 8267 5514

Fax +44 (0)20 8267 5312

Sales director Julia Dear

Agency group head Richard Potton

Agency account managers Adrianna Haynes, Dan Hodgson Semi-display executive Kammy Karginaite

Retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219
Production manager A

Marketing manager Darren Pitt
Direct marketing manager Kadie Chanter Newstrade marketing manager Nick Lyon Head of events Wendy Stonebridge

MANAGEMENT

Group director Patrick Fuller Brand director Rachael Prasher

© 2015. Haymarket Media Group Ltd. Autocar, Motor, Autocar & Motor are registered trademarks. Circulation enquiries: Frontline Ltd. Midgate House, Midgate, Peterborough PE1 111 (101733 555161). Repro by Haymarket Ptre-Printed by Hymdelham Peterborough. Registered as a newspaper with the Re Mail. Member of the ABC. ISSN 1355-8293. Nopart of this magazine may be reproduced, stored in a rethrevial system of transmitted in any form except the Mail. Member of the ABC. ISSN 1355-8293. Nopart of this mag, permission. The publisher makes every effort to ensure containing permission. The publisher makes every effort to ensure containing the cont

Autocar is published by Havmarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK aymarketgroup.com el+44 (0)20 8267 5000

Editorial director Mark Payton Strategy & planning director Bob McDowell
Managing director David Prasher
Chief executive Kevin Costello



AUTOCAR

Haymarket is certified by BSI to



recycle

Got an opinion? Email us at autocar@haymarket.com

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all its been designed by motoring consumer champion, Quentin Willson.















THEO PAPHITIS IS WARRANTY WISE

Warrantywise are delighted that Theo has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty

Read the full article at: www.warrantywise.co.uk/theo



QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide warrantywise.co.uk/guide



Terms and conditions apply. Accurate at the time of printing



or call us on Freephone 0800 121 4750

Get a Quote Online warrantywise.co.uk Warrantywise

Simply the Best in the Business



Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) - 72.4 (3.9); extra-urban 51.4 (5.5) - 88.3 (3.2); combined 42.2 (6.7) - 83.1 (3.4). CO₂ emissions 156 - 89 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.





FOLLOW US ON: IF DE TO SEAT.CO.UK